



DEPARTMENT OF THE NAVY  
NAVAL SEA SYSTEMS COMMAND  
NAVAL SURFACE WARFARE CENTER  
CARDEROCK DIVISION

9500 MACARTHUR BOULEVARD  
WEST BETHESDA, MD 20817-5700

IN REPLY REFER TO:

3354

Ser 71/08019

20 Feb 08

From: Commander, Naval Surface Warfare Center, Carderock  
Division  
To: Planning Division, Plan Formulation Branch, Department of  
The Army, Jacksonville District Corps of Engineers,  
P.O. Box 4970, Jacksonville, FL 32232-0019  
Subj: PORT EVERGLADES ENTRANCE CHANNEL ALIGNMENT  
Ref: (a) Ltr of 18 Jul 07, Jacksonville District Corps of  
Engineers, Plan Formulation Branch  
Encl: (1) Sketch of the Navy Restricted Area

1. Reference (a) requested a review and response to the proposed Army Corp of Engineer's development of an Integrated Feasibility Study and Environmental Impact Statement for improvements at the Port Everglades Federal navigation project. The Naval Surface Warfare Center Carderock Division (NSWCCD), appreciates the opportunity to provide comment on the proposed project and alternatives.

2. These alternatives, all of which shift the entrance channel/shipping traffic south of the current alignment, are unacceptable to the Navy and directly impact our operations, both from a vessel safety stand point and the direct potential for the destruction of our facilities' underwater infrastructure.

3. All of the proposed alternatives have vessel traffic transiting directly into the Navy's Restricted Area. This action, if implemented, creates potential vessel conflicts between commercial and U. S. Navy vessels. Enclosure (1) provides an illustration of the location of the Navy's restricted area and the Naval Surface Warfare Center Carderock Division-South Florida Testing Facility (NSWCCD-SFTF) range (green box) in relationship to the proposed options.

4. During testing operations, naval vessels can and do operate throughout the restricted area. As apparent, the proposed

Subj: PORT EVERGLADES ENTRANCE CHANNEL ALIGNMENT

option(s) places commercial vessel traffic in opposition to naval vessels operating within the restricted area thus jeopardizing the safety of both vessels.

5. As discussed in Reference (a), the Navy exercises jurisdiction over these waters as provided for in 33CFR § 334.580. Jurisdiction over this area is intended to protect the Navy's submerged infrastructure and assets. Infrastructure, consisting of numerous cable runs, multitude of underwater sensors and other structures are all required for the successful and safe operation of the facility. The Federal regulations further state that in the naval restricted area "anchoring, trawling, dredging, or attaching any object to the submerged sea bottom shall be prohibited..." Hence, the proposed alternatives involving dredging and/or placement of objects on the ocean's bottom within the restricted area would directly and severely impact the operations of this facility with the potential destruction of the infrastructure.

6. In summary, due to the potential of vessel safety issues and the destruction of our infrastructure, the NSWCCD-SFTF can not endorse any of the three proposed options. Your cooperation in this matter is respectfully requested. If you would like to discuss this issue in more detail please contact our South Florida Test Facility Site Director, Douglas Garbini, at (954)926-4005, or [douglas.garbini@navy.mil](mailto:douglas.garbini@navy.mil).

  
MARK W. THOMAS



16670 /07-1762  
January 23, 2008

Marie G. Burns  
Acting Chief, Planning Division  
Jacksonville District Corps of Engineers  
Department of the Army  
P.O. Box 4970  
Jacksonville, FL 32232-0019

Dear Ms. Burns:

I am writing in response to your letter dated November 5, 2007. The U.S. Coast Guard is charged with ensuring the safe navigation of vessels and the protection of the environment. Having reviewed the proposed entrance channel alignments for Port Everglades, Florida, I am providing the following preliminary comments for the Feasibility Study that will be included in the National Environmental Protection Agency document:

1. Outer Entrance Channel Alternative 1

USACE comment: "...would avoid dredging but would require placement of buoys/markers at the entrance of the gap and would require two 90-degree turns to access the existing entrance channel. This approach may also require the dredging of a turning basin to safely allow the incoming ships to enter the channel."

USCG comment: The two required 90-degree turns would elevate the navigational risk for deep draft vessels that routinely call at this port to an unacceptable level. The narrow corridor and short turning basins this channel would create would restrict maneuverability thus increasing the risk of grounding.

2. Outer Entrance Channel Alignments #2 and #3

USACE comment: "...would require direct impacts to the 2<sup>nd</sup> and 3<sup>rd</sup> hardground relic reef terraces by dredging, as well as placement of channel alignment buoys/markers to mark the entrance channel for deep draft vessel access."

USCG comment: The addition of two turns in alternative #2 and one turn in alternative #3 also elevate the navigational risk for deep draft vessels that routinely call on the port. Strong North/South prevailing currents, often times unpredictable in terms of force, coupled with greater exposure to other risk factors such as submerged breakwaters, spoil areas, small craft congestion and Naval restricted areas, make these alternatives problematic.

3. Outer Entrance Channel Alignment #4

USACE comment: "...would avoid dredging but would require placement of channel buoys/markers at the entrance and on the transit route. This alignment would require the transit of the vessels entering the port for up to three miles from the southern reef gap, northward between the 2<sup>nd</sup> and 3<sup>rd</sup> relic reef terraces, to the current entrance channel alignment, and then a 90-degree left turn into the entrance channel. This turn would probably require widening to allow safe transit into the existing entrance channel."

USCG comment: Again the two required 90-degree turns would elevate the navigational risk for deep draft vessels that routinely call at this port to an unacceptable level. This option would require vessels to transit the entire Naval restricted area and lengthen their exposure to the reefs.

Other hazards may also arise with the construction of the proposed liquefied natural gas deepwater port, and from larger vessels that will soon begin calling on Port Everglades. For example, Royal Caribbean is building the world's largest cruise ship that will measure 1,180 ft in length, displace 220,000 tons and carry 8000 passengers/crew. This is one of nine new cruise ships scheduled for delivery in 2009. Many, if not all, of these ships will visit Port Everglades.

In regards to the installation and servicing of navigational aids that would be needed for the new channel alignments, expenses could reach upwards of \$1.3 million for initial placement and approximately \$42,000 for recurring costs.

My overall concern is to help prevent marine accidents that may ultimately cause harm to life and/or the environment. At this time I cannot recommend any of the aforementioned alternatives. For further info please contact LT Channing Burgess - Waterways Division Chief at 305-535-8724 or by email at [channing.d.burgess@uscg.mil](mailto:channing.d.burgess@uscg.mil).

Sincerely,



KARL L. SCHULTZ  
Captain, U.S. Coast Guard  
Captain of The Port





**Florida Fish  
and Wildlife  
Conservation  
Commission**

**Commissioners**

**Rodney Barreto**  
Chair  
Miami

**Kathy Barco**  
Jacksonville

**Ronald M. Bergeron**  
Fort Lauderdale

**Richard A. Corbett**  
Tampa

**Dwight Stephenson**  
Delray Beach

**Kenneth W. Wright**  
Winter Park

**Brian S. Yablonski**  
Tallahassee

**Executive Staff**

**Kenneth D. Haddad**  
Executive Director

**Victor J. Heller**  
Assistant Executive  
Director

**Karen Ventimiglia**  
Deputy Chief of Staff

**Office of Policy and  
Stakeholder  
Coordination**

**Mary Ann Poole**  
Director

**(850) 410-5272**  
**(850) 922-5679**  
**FAX**

*Managing fish and wildlife  
resources for their long-  
term well-being and the  
benefit of people.*

620 South Meridian Street  
Tallahassee, Florida  
32399-1600  
Voice: (850) 488-4676

Hearing/speech impaired:  
(800) 955-8771 (T)  
(800) 955-8770 (V)

MyFWC.com

October 10, 2007

Ms. Marie Burns  
Acting Chief, Planning Division  
U. S. Army Corps of Engineers  
Jacksonville District  
P.O. Box 4970  
Jacksonville, FL 32232-0019

Re: Florida Fish and Wildlife Conservation Commission, Cooperating Agency  
Participation

Dear Ms. Burns:

The Florida Fish and Wildlife Conservation Commission (FWC) graciously accepts your offer to become a cooperating agency for the Feasibility Study and integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Ft. Lauderdale, Florida.

It is our understanding that our participation as a cooperating agency would be limited to providing assistance to the U.S. Army Corps of Engineers (USACE) authors and contractors in developing language for the IEIS, reviewing and providing edits to draft language, and providing comments on those sections of the IEIS where the FWC has regulatory authority or specialized expertise.

It is important that the scope of our participation be limited to the above-stated activities due to limited staff resources. Should the USACE request any change in the scope of participation expected from the FWC, we would require 30 days advanced notice with the understanding that we may not be able to accommodate the request.

We appreciate the opportunity you are providing the FWC in becoming a cooperating agency, and look forward to working with your staff on the development of the IEIS for very important project. Please contact Lisa Gregg, our point person on this project, at 850-488-6058 or by email at [lisa.gregg@MyFWC.com](mailto:lisa.gregg@MyFWC.com) if you or your staff have any questions.

Sincerely,

*Mary Ann Poole*

Mary Ann Poole, Director  
Office of Policy and Stakeholder Coordination

map/lg





# Florida Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

Charlie Crist  
Governor

Jeff Kottkamp  
Lt. Governor

Michael W. Sole  
Secretary

November 5, 2007

Ms. Marie G. Burns  
Acting Chief, Planning Division  
U. S. Army Corps of Engineers  
Jacksonville District  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

Dear Ms. Burns:

Thank you for your letter of September 11, 2007, inviting the Florida Department of Environmental Protection (Department) to become a cooperating agency in the development of the Feasibility Study and Integrated Environmental Impact Statement (EIS) on the Port Everglades Harbor at Ft. Lauderdale, Florida. A copy of your letter is attached. I understand that the Department's Division of Recreation and Parks (Parks), Office of Coastal and Aquatic Managed Areas (CAMA), and other Department program areas also received invitations. I have discussed the matter with representatives of those offices and send you this unified Department response.

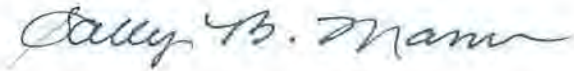
The Department accepts your invitation to become a cooperating agency and looks forward to working with your team on the Port Everglades Harbor Feasibility Study and Integrated EIS. To streamline communications between our agencies, the Office of Intergovernmental Programs will be the Department's point of contact during preparation of the Feasibility Study and Integrated EIS. Mr. Chris Stahl will be the direct contact. He can be reached at (850) 245-2169 or [Chris.Stahl@dep.state.fl.us](mailto:Chris.Stahl@dep.state.fl.us).

It is our understanding that as a cooperating agency, the Department will have the opportunity to review and comment on preliminary draft documents and will retain all final decision-making authorities to grant or deny future permits, water quality certifications, state lands easements, or sovereignty submerged lands authorizations, as well as to issue comments and consistency concurrences or objections through the Florida State Clearinghouse.

As a cooperating agency, the Department is prepared to devote to the scoping and draft EIS stages, the level of staff resources normally used to review and comment on a Draft EIS *after* its preparation, as required by 40 C.F.R. § 1501.6. To assist us in determining the personnel and budgetary allocations necessary to fulfill this commitment, however, we request that your team clearly outline its expectations for the Department in terms of specific tasks and schedules. The extent of our participation is naturally subject to budgeting and staff constraints.

If you have any questions or concerns, please contact Mr. Chris Stahl at (850) 245-2163, or by e-mail to [Chris.Stahl@dep.state.fl.us](mailto:Chris.Stahl@dep.state.fl.us). Otherwise, we will look forward to receiving from you the information requested on tasks and timeframes anticipated for the project.

Yours sincerely,



Sally B. Mann, Director  
Office of Intergovernmental Programs

cc: Michael W. Sole, Secretary, Department of Environmental Protection  
Kelly Layman, Chief of Staff, Department of Environmental Protection  
Colonel Paul L. Grosskruger, Jacksonville District Commander, U. S. Army  
Corps of Engineers, Jacksonville District  
James E. Boone, State Liaison, U. S. Army Corps of Engineers, Jacksonville District  
Janet Llewellyn, Director, Water Resource Management  
Lynn Griffin, Coastal Program Administrator (OIP)  
Chris Stahl, Environmental Specialist III (OIP)  
Stephanie Bailenson, Director, Coastal and Aquatic Managed Areas  
Mark Latch, Asst. Bureau Chief, Natural & Cultural Resources, Florida Park Service  
Michael Barnett, Bureau Chief, Beaches and Coastal Systems





UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 4  
ATLANTA FEDERAL CENTER  
61 FORSYTH STREET  
ATLANTA, GEORGIA 30303-8960

RECEIVED

NOV 15 2007

November 15, 2007

Ms. Marie G. Burns  
Acting Chief, Planning Division  
U.S. Army Corps of Engineers  
Jacksonville District  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

Subject: EPA Cooperating Agency Status; Feasibility Study and Integrated  
Environmental Impact Statement; Port Everglades Harbor;  
Broward County, Ft. Lauderdale, FL

Dear Ms. Burns:

The U.S. Environmental Protection Agency (EPA) has received your letter dated September 11, 2007, inviting this Agency to be a cooperating agency to the COE for its proposed Port Everglades Harbor Feasibility Study and EIS. We note from your letter that "[t]he purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study."

Subject to resource limitations, EPA Region 4 accepts the offer to be a cooperating agency for the proposed Port Everglades Feasibility Study and EIS. EPA's cooperating agency status and level of involvement does not, however, preclude our independent review and comment responsibilities under the Section 102(2)(C) National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, or our authorities under Section 404 of the Clean Water Act. As a cooperator, we can offer early review and comment of COE EIS draft sections in areas of EPA mandates and expertise, as well as participation in selected meetings or teleconferences. EPA has already been involved with Port Everglades work through our South Florida Office.

EPA's NEPA contact for the NEPA review will be Chris Hoberg (404/562-9619 or [hoberg.chris@epa.gov](mailto:hoberg.chris@epa.gov)), while our South Florida Office contact regarding waters of the U.S. issues will be Ron Miedema (561/616-8741 or [miedema.ron@epa.gov](mailto:miedema.ron@epa.gov)).

Sincerely,

Heinz J. Mueller, Chief  
NEPA Program Office





ENVIRONMENTAL PROTECTION DEPARTMENT – Biological Resources Division  
Mailing Address: 115 South Andrews Avenue, Room A-240 • Fort Lauderdale, Florida 33301  
954-519-1230 • FAX 954-519-1412

October 8, 2007

Ms. Marie Burns  
Acting Chief, Planning Division  
Environmental Branch  
Department of the Army  
Jacksonville District, Corps of Engineers  
PO Box 4970  
Jacksonville, Florida 32232-0019

Dear Ms. Burns:

Thank you for your letter of September 11, 2007 inviting the Broward County Environmental Protection Department, Biological Resources Division to participate as a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. We accept the invitation to serve as a cooperating agency with the clarification that our contributions will be limited to environmental issues. Also please be aware that, due to staffing constraints, our participation may be limited to reviews and comments on technical documents, teleconferences, and occasional travel. The point of contact for this assistance will be Kenneth Banks. He may be reached by telephone at (954) 519 1207, or by email at [KBanks@broward.org](mailto:KBanks@broward.org). Again, we look forward to participating in this process and anticipate a successful outcome.

Sincerely,

A handwritten signature in cursive script that reads "Eric Myers".

Eric Myers  
Director

Cc: Phil Allen, Director, Port Everglades Department  
Pam Madison, Director, Office of Public and Governmental Relations  
Rick Wilkins, Director, Environmental Protection Department



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office  
263 13<sup>th</sup> Avenue South  
St. Petersburg, Florida 33701-5511  
(727) 824-5317; FAX (727) 824-5300  
<http://sero.nmfs.noaa.gov/>

October 12, 2007

F/SER4:JK/pw

Marie G. Burns  
Acting Chief, Planning Division  
Jacksonville District  
Department of the Army Corps of Engineers  
PO Box 4970  
Jacksonville, Florida 32232

Dear Ms. Burns:

NOAA's National Marine Fisheries Service accepts your invitation, dated September 11, 2007, to participate as a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) for Port Everglades Harbor. The purpose of the study is to evaluate alternative project designs to increase safety and efficiency of port operations while protecting essential fish habitat (EFH), coral, and other marine resources.

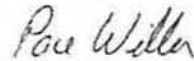
Due to competing priorities, our role as a cooperating agency will need to be limited to providing technical assistance on how impacts to threatened and endangered species and to EFH should be appropriately identified and mitigated. In this regard, we will be able to attend a reasonable number of meetings directed towards identifying and mapping areas likely to be impacted, assessing the affects of those impacts on NOAA trust resources, and examining options for mitigating those impacts. We also will be able to review and comment on drafts of the IEIS in advance of its release to the public and to develop limited amounts of text that describe NOAA's roles within the review process. Our service as a cooperating agency for the IEIS will be separate from our authorities and responsibilities under section 7 of the Endangered Species Act, Section 101(a)(5)(A) of the Marine Mammal Protection Act, and Section 305(b)(2) of the Magnuson-Stevens Fishery Conservation and Management Act.

We appreciate the opportunity to serve in this capacity for this important project. Related correspondence with our Protected Resources Division should be directed to the attention of Ms. Audra Livergood at our Miami office, 11420 North Kendall Drive, Suite 102, Miami, Florida 33176. Ms. Livergood may be reached by telephone at (305) 595-8352, or by e-mail at [Audra.Livergood@noaa.gov](mailto:Audra.Livergood@noaa.gov). Related correspondence with our Habitat Conservation Division should be directed to the attention of Ms. Jocelyn Karazsia at our West Palm Beach office, which



is co-located with the US Environmental Protection Agency at USEPA, 400 North Congress Avenue, Suite 120, West Palm Beach, Florida, 33401. She may be reached by telephone at (561) 616-8880, extension 207, or by e-mail at [Jocelyn.Karazsia@noaa.gov](mailto:Jocelyn.Karazsia@noaa.gov).

Sincerely,



/ for

Miles M. Croom  
Assistant Regional Administrator  
Habitat Conservation Division

cc: (via electronic mail)

CESAJ, [Terri.L.Jordan@usace.army.mil](mailto:Terri.L.Jordan@usace.army.mil)  
EPA, WPB  
FWS, Vero Beach  
FWC, Tallahassee  
FDEP OBCS, Tallahassee  
FDEP, CAMA  
SAFMC  
Broward County, EPD  
F/SER, Keys  
F/SER3, Livergood, Hoffman  
F/SER4  
F/SER47, Karazsia



Planning Division  
Environmental Branch

SEP 11 2007

Ms. Janet Llewellyn  
Florida Department of Environmental Protection  
Division of Water Resources Management  
Twin Towers Office Building  
2600 Blair Stone Road  
Tallahassee, Florida 32399-2400

Dear Ms. Llewellyn:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

Cooperating agency status involves actions and responsibilities beyond that normally associated with a commenting or permitting agency. In the case of Port Everglades, we believe that cooperating agencies shall assist U.S. Army Corps of Engineers, (Corps) authors and contractors in developing language for the IEIS, reviewing and providing edits to draft language and providing comments on those sections of the IEIS where an agency has either regulatory authority or specialized expertise (CEQ Regulations §1051.6(a)2). This review and editing process will take place earlier than the typical review and comment associated with a Draft EIS. As part of the Port Everglades external Project Delivery Team, your staff has been providing review and comments on the environmental studies that the Corps is using to develop the impact assessments and mitigation plans for the IEIS. We are now taking this opportunity to formalize your participation in the NEPA process as a cooperating agency. If you choose not to become a cooperating agency, we will continue to coordinate as we have done in the past.

The formulation of the project, alternatives and mitigation will be in accordance with Engineer Regulation ER 1105-2-100 and will fully consider a range of environmental, economic and social factors. Your participation as a cooperating agency will help us fully consider the views, needs and benefits of competing interests. For additional information on becoming a cooperating agency, please see the enclosed "Rights and Responsibilities of Lead and Cooperating Agencies" (Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, Council on Environmental Quality, 1981). The complete list of Forty FAQs can be found at <http://www.nepa.gov/nepa/regs/40/40p3.htm>.



We would appreciate a response to this invitation to become a cooperating agency (as described above) within 30 days of the date of this letter. If you have any questions, please contact Ms. Terri Jordan, Biologist, at 904-232-1817 or [Terri.L.Jordan@saj02.usace.army.mil](mailto:Terri.L.Jordan@saj02.usace.army.mil).

Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Mr. Martin Seeling, Florida Department of Environmental Protection, Bureau of Beaches and Coastal Systems, 3900 Commonwealth Boulevard, MS 300, Tallahassee, Florida 32399

Mr. Michael Barnett, Florida Department of Environmental Protection, Bureau of Beaches and Coastal Systems, 3900 Commonwealth Boulevard, MS 300, Tallahassee, Florida 32399

Jordan/CESAJ-PD-EC/1817/als <sup>Aug 10 Sept 07</sup>  
Dugger/CESAJ-PD-E  
Powell/CESAJ-PD-PN  
Schwichtenberg/CESAJ-PD-P  
Ross/CESAJ-DP-I  
Scarborough/CESAJ-DP-C  
Burns/CESAJ-PD

L: group/pdec/Jordan/Cooperating Agency Letters

Planning Division  
Environmental Branch

SEP 11 2007

Mr. Paul Souza  
Field Supervisor  
U.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960-3559

Dear Mr. Souza:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

Cooperating agency status involves actions and responsibilities beyond that normally associated with a commenting or permitting agency. In the case of Port Everglades, we believe that cooperating agencies shall assist U.S. Army Corps of Engineers, (Corps) authors and contractors in developing language for the IEIS, reviewing and providing edits to draft language and providing comments on those sections of the IEIS where an agency has either regulatory authority or specialized expertise (CEQ Regulations §1051.6(a)2). This review and editing process will take place earlier than the typical review and comment associated with a Draft EIS. As part of the Port Everglades external Project Delivery Team, your staff has been providing review and comments on the environmental studies that the Corps is using to develop the impact assessments and mitigation plans for the IEIS. We are now taking this opportunity to formalize your participation in the NEPA process as a cooperating agency. If you choose not to become a cooperating agency, we will continue to coordinate as we have done in the past.

The formulation of the project, alternatives and mitigation will be in accordance with Engineer Regulation ER 1105-2-100 and will fully consider a range of environmental, economic and social factors. Your participation as a cooperating agency will help us fully consider the views, needs and benefits of competing interests. For additional information on becoming a cooperating agency, please see the enclosed "Rights and Responsibilities of Lead and Cooperating Agencies" (Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, Council on Environmental Quality, 1981). The complete list of Forty FAQs can be found at <http://www.nepa.gov/nepa/regs/40/40p3.htm>.



We would appreciate a response to this invitation to become a cooperating agency (as described above) within 30 days of the date of this letter. If you have any questions, please contact Ms. Terri Jordan, Biologist, at 904-232-1817 or [Terri.L.Jordan@saj02.usace.army.mil](mailto:Terri.L.Jordan@saj02.usace.army.mil).

Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Mr. Spencer Simon, U.S. Fish and Wildlife Service, 1339 20<sup>th</sup> Street, Vero Beach, Florida  
32960-3559

Mr. Jeff Howe, U.S. Fish and Wildlife Service, 1339 20<sup>th</sup> Street, Vero Beach, Florida  
32960-3559

Jordan/CESAJ-PD-EC/1817/als 6 Sep 07  
XRP Dugger/CESAJ-PD-E  
RJP Powell/CESAJ-PD-PN  
BWS Schwichtenberg/CESAJ-PD-P  
LW Ross/CESAJ-DP-I  
D Scarborough/CESAJ-DP-C  
MB Burns/CESAJ-PD

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Planning Division  
Environmental Branch

SEP 11 2007

Mr. Miles Croom  
National Marine Fisheries Service  
Southeast Regional Office  
263 13<sup>th</sup> Avenue South  
St. Petersburg, Florida 33701-5511

Dear Mr. Croom:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

Cooperating agency status involves actions and responsibilities beyond that normally associated with a commenting or permitting agency. In the case of Port Everglades, we believe that cooperating agencies shall assist U.S. Army Corps of Engineers, (Corps) authors and contractors in developing language for the IEIS, reviewing and providing edits to draft language and providing comments on those sections of the IEIS where an agency has either regulatory authority or specialized expertise (CEQ Regulations §1051.6(a)2). This review and editing process will take place earlier than the typical review and comment associated with a Draft EIS. As part of the Port Everglades external Project Delivery Team, your staff has been providing review and comments on the environmental studies that the Corps is using to develop the impact assessments and mitigation plans for the IEIS. We are now taking this opportunity to formalize your participation in the NEPA process as a cooperating agency. If you choose not to become a cooperating agency, we will continue to coordinate as we have done in the past.

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Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Mr. Pace Wilber, Atlantic Branch, Charleston (F/SER47), Southeast Regional Office, NOAA Fisheries, Post Office Box 12559, Charleston, South Carolina, 29422-2559

Ms. Jocelyn Karazsia, NOAA Fisheries -HCD, 400 North Congress Avenue, Suite 120, West Palm Beach, Florida 33401

Jordan/CESAJ-PD-EC/1817  
Dugger/CESAJ-PD-E  
Powell/CESAJ-PD-PN  
Schwichtenberg/CESAJ-PD-P  
Ross/CESAJ-DP-I  
Scarborough/CESAJ-DP-C  
Burns/CESAJ-PD

*Handwritten notes:*  
TLJ 10 Sept 07  
als 6 Sep 07  
KM  
XBP  
BP  
LW  
DA  
MB

L: group/pdec/Jordan/Cooperating Agency Letters

Planning Division  
Environmental Branch

SEP 11 2007

Mr. David Bernhart  
NOAA Fisheries, Protected Resources Division  
263 13<sup>th</sup> Avenue South  
St. Petersburg, Florida 33701

Dear Mr. Bernhart:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

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The formulation of the project, alternatives and mitigation will be in accordance with Engineer Regulation ER 1105-2-100 and will fully consider a range of environmental, economic and social factors. Your participation as a cooperating agency will help us fully consider the views, needs and benefits of competing interests. For additional information on becoming a cooperating agency, please see the enclosed "Rights and Responsibilities of Lead and Cooperating Agencies" (Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, Council on Environmental Quality, 1981). The complete list of Forty FAQs can be found at <http://www.nepa.gov/nepa/regs/40/40p3.htm>.



We would appreciate a response to this invitation to become a cooperating agency (as described above) within 30 days of the date of this letter. If you have any questions, please contact Ms. Terri Jordan, Biologist, at 904-232-1817 or [Terri.L.Jordan@saj02.usace.army.mil](mailto:Terri.L.Jordan@saj02.usace.army.mil).

Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Mr. Bob Hoffman, NOAA Fisheries, Protected Resources Division, 263 13<sup>th</sup> Avenue South,  
St. Petersburg, Florida 33701

Ms. Audra Livergood, NOAA Fisheries, Protected Resources Division, Miami Field Office,  
11420 North Kendall Drive, Suite 103, Miami, Florida 33176

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Planning Division  
Environmental Branch

SEP 11 2007

Ms. Stephanie Bailenson, Director  
Florida Department of Environmental Protection  
Office of Coastal and Aquatic Managed Areas  
3900 Commonwealth Boulevard  
Douglas Building MS 235  
Tallahassee, Florida 32399-3000

Dear Ms. Bailenson:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

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Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Ms. Ellen McCarron, Assistant Director, Florida Department of Environmental Protection,  
Office of Coastal and Aquatic Managed Areas, 3900 Commonwealth Boulevard, Douglas  
Building, MS 235, Tallahassee, Florida 32399-3000

Ms. Chantal Collier, Florida Department of Environmental Protection, Biscayne Bay  
Environmental Center, 1277 NE 79<sup>th</sup> Street Causeway, Miami, Florida 33138

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Planning Division  
Environmental Branch

SEP 11 2007

Mr. Mark Latch, Assistant Bureau Chief  
Bureau of Natural and Cultural Resources  
Florida Park Service  
3900 Commonwealth Boulevard  
Mail Station 530  
Tallahassee, Florida 32399

Dear Mr. Latch:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

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Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

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Planning Division  
Environmental Branch

SEP 11 2007

Ms. Mary Ann Poole, Director  
Florida Fish and Wildlife Conservation Commission  
Office of Policy and Stakeholder Coordination  
620 South Meridian Street  
Tallahassee, Florida 32399-1600

Dear Ms. Poole:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

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Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Mr. Mark Robson, Director, Florida Fish and Wildlife Conservation Commission, Division of  
Marine Fisheries Management, 620 South Meridian Street, Tallahassee, Florida 32399-1600  
Ms. Lisa Gregg, Florida Fish and Wildlife Conservation Commission, Division of Marine  
Fisheries Management, 620 South Meridian Street, Tallahassee, Florida 32399-1600

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Planning Division  
Environmental Branch

SEP 11 2007

Mr. Eric Myers  
Broward County ERP  
Biological Resources Division  
1 North University Drive  
Suite 301  
Plantation, Florida 33324-2038

Dear Mr. Myers:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

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Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copy Furnished:

Mr. Ken Banks, Broward County ERP, Biological Resources Division, 1 North University Drive,  
Suite 301, Plantation, Florida 33324-2038

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*als 6 Sep 07*  
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Planning Division  
Environmental Branch

SEP 11 2007

Mr. Heinz Mueller  
Environmental Protection Agency Region IV  
Environmental Policy Section  
61 Forsyth Street  
Atlanta, Georgia 30303-3104

Dear Mr. Mueller:

In accordance with regulations pertaining to the National Environmental Policy Act (NEPA) Title 40 of the Code of Federal Regulations, part 1501.6), I am formally inviting your agency to become a cooperating agency for the Feasibility Study and Integrated Environmental Impact Statement (IEIS) on the Port Everglades Harbor at Fort Lauderdale, Florida. The purpose of the project is to evaluate potential project designs to provide increased safety, efficiency and lower costs for future port navigation and utilization, while protecting the environment to the maximum extent practicable while meeting the stated goals of the study.

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Sincerely,

Marie G. Burns  
Acting Chief, Planning Division

Enclosure

Copies Furnished:

Mr. Richard Harvey, Environmental Protection Agency, 400 North Congress Avenue, Suite 120  
West Palm Beach, Florida 33401

Mr. Ron Mediema, Environmental Protection Agency, 400 North Congress Avenue, Suite 120  
West Palm Beach, Florida 33401

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DP-C



## PORT EVERGLADES PILOTS, INC

Post Office Box 13017  
Port Everglades, Florida 33316  
Telephone (954) 522-4491/7  
Fax (954) 522-4498

*Florida's Deepest Harbor*

March 22, 2007

U.S. Army Corps of Engineers  
Jacksonville District  
Attn: Richard Bonner  
Deputy District Engineer  
701 San Marco Blvd.  
Jacksonville, FL 32207-8175

Dear Mr. Bonner:

In response to your continued request for our professional opinion on the various alternative channel designs, we would like to take this opportunity to expound on a previous letter sent to your office on August 15, 2006. These designs have been presented to us as alternatives to the straight design proposed years ago. While not professional channel designers, our job is to safely conduct the movement of vessels in and out of the port. We have experience in the movement of large vessels and consequently, we have consistently provided our input where appropriate to ensure that a viable channel design is achieved.

On at least five separate occasions over the last twelve years, we have participated in ship simulations of the channel at the Star Center. Through this process we have significantly whittled down the size and scope of the original proposed channel design. Our opinion emphatically remains that the straight channel design is the safest approach for the large deep draft container ships that intend to call at Port Everglades. We consider this channel design, specifically the 800 foot wide straight channel, to be the minimum size required for the targeted vessels and believe all of the Star Center simulations support this conclusion. A straight channel of this width would require sufficient depth to account for sea conditions and squat for a post-Panamax vessel transiting at a minimum of 12 knots. Anything other than a straight channel design would require significantly wider channels, wideners at the turns, and additional aids to navigation. Each of the alternative channel designs, using something other than a straight channel, would likely result in restrictions on vessel movements in periods of severe weather and extreme currents.

During the numerous simulations, actual transits with ACOE representatives, meetings, letters and conversations that we have participated in previously, we have continually

pointed out the hazards of shifting currents and weather conditions that make the outer channel challenging as it presently exists. Those hazards increase dramatically with anything other than a straight channel. It should be noted that we currently have the option and ability to approach the existing channel obliquely, but elect not to since we feel it introduces an excessive amount of risk. Instead, we dramatically increase risk to our person by boarding large vessels in the rougher offshore seas a significant distance from the sea buoy. This affords us the opportunity to maneuver in deep open water and line up on the ranges well in advance to timely evaluate the set and drift.

When trying to turn a vessel within a narrow channel, the probability of going aground is exponentially increased with the amount of rotation required. Additionally, the hydrodynamic effects of a vessel nearing the limits of a channel are significantly magnified with greater draft due to the increase of both inertia and shallow water effect. "Restricted bottom clearance in shallow water impedes the flow of water underneath the ship, causing a restricted lateral motion of the aftship. The less bottom clearance, the more build-up of water on the side of the ship that the stern moves toward and the lower the water level on the side the ship moves away from, leading to a smaller drift angle and consequently a wider turn in shallow water."<sup>1</sup> In simpler terms, ships do not turn as well or as quickly when they are experiencing Shallow Water Effect, which begins when the depth of the water equals 1.5 times the draft of the vessel, with Full Shallow Water Effect achieved when the depth of the water equals 1.2 times the draft of the vessel.<sup>2</sup> When turning a large, deeply laden vessel in such a channel, "the depth under the keel will cause the turning diameter to increase until, in shallow water, it may be as much as twice the diameter found for the same ship in deep water."<sup>3</sup> Additionally, the impact of shallow water effects on the handling characteristics of the vessels is exacerbated by the open ocean exposure to wind and sea experienced at Port Everglades. Consequently, construction of a channel with turns, permanently introduces a dramatic increase in risk due to the diminished ability to precisely position the ship within the dredged channel.

None of the proposed alternatives provides sufficient maneuvering space required by the larger, deeper draft vessels for which the dredging is being proposed. In two of these alternatives, the radius of each turn is less than that of the deep water turning circle of the targeted vessel. As outlined in previous paragraphs, the dimensions of these turning circles can not be relied upon in shallow water. This puts the third alternative into significant question.

When a ship maneuvers in shallow water, more of the ship's power is absorbed by the water due to increased friction. The ship's speed decreases. "Larger waves and troughs are formed and the ship sinks closer to the bottom than she would do at the same speed over the ground in deep water. At the same time, the ship's trim changes, changing the directional stability of the vessel. The turbulence caused by the limited bottom clearance interferes with the rudder and propeller effectiveness and the turning circle increases."<sup>4</sup> Since these vessels will only be able to maneuver within the confines of the channel, failure to complete the turn will result in grounding with potentially significant environmental and economic impacts.



While these general statements can be accurately applied to all vessels, the ability to transit a particular channel is different for each ship. Factors such as stopping power, ship's maneuverability, directional stability, draft, trim, cargo load, ship's physical construction, maintenance condition, current, wind, sea, traffic, visibility, bottom clearance and bottom contour all play an important role in the ability of a ship to remain within the channel. The larger the vessel in relation to the channel size, the more each of these factors has an effect on the success of the transit.

As we have discussed, the outer channel of Port Everglades is exposed to very strong and unpredictable currents from the Gulfstream. These currents run both north and south in the approaches to the channel. It is not uncommon for a large vessel to be experiencing a current acting in one direction at the bow and in an opposing direction at the stern. Under this situation, a couple is applied to the vessel which may be contrary to the desired direction of a turn. The force on the hull of a vessel is multiplied by the square of the actual current velocity. The effect of this current increases dramatically when bottom clearance decreases.<sup>5</sup> The resulting force can quickly exceed the turning force of the rudder and the total combined bollard pull of all six tugs at Port Everglades. It should be noted that the ability of a tug to render assistance decreases dramatically as the ship's speed increases. The tugs at Port Everglades have a top speed of 12-14 knots. Therefore, if a ship is making 10-12 knots of headway, the tug is already using the majority of its available horsepower merely to motivate itself. This leaves little reserve horsepower left to apply to the ship.

An additional consideration is that anything other than the straight channel design will require substantial additions of aids to navigation. Each of the channel options will absolutely require additional range lights and markers for each leg (Alternative channel design #1 and #2 will require two sets of additional range lights), as well as additional buoyage. The range towers will either have to be constructed on the reefs themselves, or in some cases on prime property along Fort Lauderdale beach. They would have to be of sufficient size and intensity to be visible from a bridge height of at least 130 feet and be able to be distinguished from the oftentimes intense background lights. Further complications will arise from alternatives #2 and #3 that pass through the Navy restricted area south of the channel. There are significant scientific research projects and exercises involving national security conducted in this area.

At its inception, the channel design was targeting the Susan Maersk, although the targeted depth of the channel was never sufficient to bring in this vessel at its designed draft. In 1996, the Susan Maersk was under construction as the largest container vessel in the world. At that time, the dredge project could have been considered forward looking and progressive. Since then, significantly larger container ships have been built and even larger ones are in the design phase. The question we should be addressing today is not how we can minimize the construction impact in order to barely fit the Susan Maersk into Port Everglades, but rather how the project should be expanded to address the subsequent generations of vessels which currently operate on the east coast of the United States and would likely call at Port Everglades if there was sufficient room.

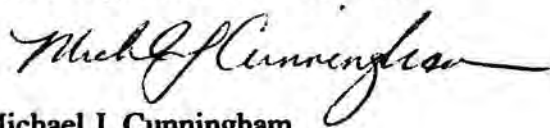
More than 30% of the world's container tonnage capacity is on vessels as large, or larger than the design vessel. In fact, 70% of new container ship construction is of vessels larger than the design vessel. The Panama Canal will begin expanding to handle vessels of 12000 TEU's by the end of 2009. This is nearly double the size of the Susan Maersk. The originally accepted 800' wide straight channel design is already undersized for what are the largest containerships of today. The channel may be inadequate for vessels which will be common in the near future. Even to a casual observer, it should be apparent that worldwide container traffic is increasing and will continue to increase. There is simply insufficient land mass available at a single South Florida port to accommodate the anticipated future container traffic, thus necessitating several options for ships to call upon ports in Florida.

The Port Everglades Pilots have already rejected requests by companies wishing to immediately begin container services with post Panamax vessels in Port Everglades. These companies already operate services in our port and are currently operating post Panamax vessels of this size into Freeport, Bahamas and Savannah, Georgia. The new large vessel services were rejected pending completion of the dredge project. The entire Master planning process of Port Everglades depends on the completion of this dredging which seems to be at a standstill. It is increasingly likely that the Susan Maersk will be scrapped before any of the dredging begins.

When considering the current world fleet, and the economic projections for South Florida ports, we question the wisdom of the process which seeks to limit channel size and alter the configuration of the channel as these alternatives propose. We believe the straight channel design offers the best alternative and represents the safest approach for the large deep draft containerships that intend to call at Port Everglades.

Sincerely,

Port Everglades Pilots Association

A handwritten signature in black ink, appearing to read "Michael J. Cunningham", with a stylized flourish at the end.

Michael J. Cunningham

Cc: Allan Sosnow – Environmental Project Manager, Port Everglades



<sup>1</sup> Behavior and Handling of Ships by Henry H. Hooyer, pg 35

<sup>2</sup> Shiphhandling for the Mariner, Third Edition, by Daniel H. MacElrevey, pg 8

<sup>3</sup> Shiphhandling for the Mariner, Third Edition, by Daniel H. MacElrevey

<sup>4</sup> Port Revel Shiphhandling Manuel, 1999, Jean Graff, p.65

<sup>5</sup> Port Revel Shiphhandling Manuel, 1999, Jean Graff, p.64



*Florida's Deepest Harbor*

## PORT EVERGLADES PILOTS' ASSOCIATION

Post Office Box 13017

PORT EVERGLADES, FLORIDA 33316

Telephone (954) 522-4491 / 7

Facsimile (954) 522-4498

E-mail: [pilots@bellsouth.net](mailto:pilots@bellsouth.net)

August 15, 2006

Ms. Terri Jordan  
Biologist, Environmental Branch – Planning Division  
Jacksonville District – SAD  
US Army Corps of Engineers  
701 San Marco Blvd.  
Jacksonville, FL 32207

Dear Ms. Jordan:

The Port Everglades Pilots' Association has reviewed the alternative channel designs as depicted in OEC-Alt1.jpg, OEC-Alt2.jpg, OEC-Alt3.jpg that were emailed to us on July 26<sup>th</sup> of this year. I would like to remind you that we have already addressed these alternative plans and others during the original simulation phase and rejected them.

Our concerns are for the high level variations in current magnitude (many times in the 3-5 knot range) and direction which are frequently encountered in the areas surrounding the sea buoy, "PE", and the entire Outer Bar Cut. Some of the vessels that presently call at Port Everglades are frequently challenged by these cross-currents which often REVERSE direction at least once, if not TWO or THREE more times during the transit from the entrance to the jetties. The introduction of additional obstacles for even larger, heavier, less maneuverable vessels is not prudent. Any design other than a straight channel will be imposing a permanent risk of groundings that will forever increase as vessels get larger.

Since our only recommendation is a straight channel approach, it is not necessary to address (in any detail) the necessity of additional permanent, fixed structure aids to navigation that would themselves have significant environmental, economic and aesthetic impact, as well as presenting an additional allision danger.

We are charged by the State of Florida and the Federal Government to provide the safest possible transit of vessels in and out of Port Everglades. Undoubtedly, the straight channel approach that is in the current design study is the safest and therefore the most environmentally sound choice. It is the only option that we can endorse.

Thank you for your consideration in this matter.

Sincerely,

**Port Everglades Pilots' Association**

Captain Thomas G. Hackett  
Co-Managing Pilot

Captain Bruce Cumings  
Co-Managing Pilot

TGH:ljb

C:\Personal\Managing Pilot Info.ACOE Alternative Channels.ltr





# Department of Environmental Protection

Jeb Bush  
Governor

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

David B. Struhs  
Secretary

September 26, 2001

Colonel James G. May  
U.S. Army Corps of Engineers  
Post Office Box 4970  
400 West Bay Street  
Jacksonville, Florida 32232-0019

Dear Colonel May:

Since February 2000, staff from the Department's Division of Recreation and Parks has been working closely with the Corps' project manager on the development of the Port Everglades Feasibility Study to expand the port. We have been extremely pleased with the communication and cooperation that has been extended to the department throughout the course of the study. While the initial proposal for the expansion anticipated as much as 54 acres of impact to John U. Lloyd Beach State Park, the proposals presented at the Alternative Feasibility Briefing on August 28 anticipated only one to three acres of loss to the park, depending on the design.

Although we appreciate the efforts to date to reduce the anticipated impacts to the park, I ask that further effort be made to eliminate or minimize the impacts.

If any of the alternatives that are chosen require taking of state land, approval from the Board of Trustees will be required. As part of the process to evaluate the taking of state land, the Board of Trustees will utilize their "Incompatible Use" policy (copy enclosed) in evaluating the request.

We look forward to continuing the cooperative efforts concerning this project.

Sincerely,



David B. Struhs  
Secretary

DBS/mls

Enclosure

cc: Mr. Bob Ballard, Deputy Secretary  
Ms. Eva Armstrong, Director, Division of State Lands  
Mrs. Wendy Spencer, Director, Division of Recreation and Parks  
Mr. Benji Brumberg, Ombudsman

POLICY

INCOMPATIBLE USE OF NATURAL RESOURCE LANDS

APPROVED BY

BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT TRUST FUND

ON AUGUST 9, 1988

(1) The Trustees may authorize the use of natural resource lands if it determines that:

- (a) The use is in the public interest. The public interest determination will be based on a careful weighing of the likely adverse impacts of the use on natural resource lands against the public benefits of the proposed use. Factors to be assessed in the public interest determination include but are not limited to conservation, environmental concerns, wetlands, fish and wildlife, historic and archaeological resources, economics and aesthetics, land use, water quality and quantity, navigation, public safety, and degree of public use and enjoyment of the natural resources lands;
- (b) The use is not incompatible with the major or primary purpose for which the lands are held or were acquired, and will not have an unacceptable adverse effect, either individually or in combination with other known uses, on the natural resource lands nor substantially interfere with public recreational use and enjoyment of such natural resource lands;
- (c) There is no practicable alternative to the proposed use that would have less adverse impact on such lands or public use of them; and
- (d) If the use is to be located on state forests, parks, EEL, CARL, LATF or other state natural resource lands, it will provide a net positive benefit to the particular lands on which the use will be located and if the use is to be located on EEL lands, it must be in strict accord with the public purpose for which the land was acquired.



The management plan for the lands and the conceptual state lands management plan shall be considered in the above determinations.

(2) If the trustees decide to authorize the use of natural resource lands, it may impose conditions to mitigate or minimize the adverse impact of the use on the natural resources and the public use and enjoyment of the lands. Those impacts may be minimized through:

- (a) Proper location of the use, and by limiting the size of the areas authorized for such use;
- (b) By selecting a site that has already been impacted, is less sensitive than other sites, or experiences less public use;
- (c) Placing restrictions on construction and operation activities and practices that are designed to reduce adverse impacts;
- (d) Designing access roads and site preparation to avoid interference with water circulation and fluctuation and impacts on other natural resources and public use and enjoyment;
- (e) Avoiding sites with unique wildlife habitats, natural aquatic areas, wetlands, or other valuable natural resources, and locating the use at the periphery of the land;
- (f) Selecting sites to prevent or minimize damage to scenic vistas and other aesthetically pleasing features;
- (g) Selecting sites that will not increase incompatible human activity;
- (h) Imposition of best management practices;
- (i) Requiring the acquisition of mitigation lands adjacent to or within the boundaries of the affected natural resource lands.

(3) For the purpose of this policy:

- (a) "Beach" means the zone of unconsolidated material that extends landward from the mean

low water line to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation (usually the effective limit of storm waves). Unless otherwise specified, the seaward limit of a beach is the mean low water line.

- (b) "Natural resource lands" includes those lands acquired with funds from the CARL Trust Fund LATF or EEL program and lands managed as state parks, state recreation areas, state archaeological sites, state historic sites, state preserves, state sanctuaries, state wilderness areas, state forests, state owned wildlife management areas, and state owned beaches.
- (c) "Incompatible use" means any use of natural resource lands that would jeopardize the integrity of the natural resource, or diminish the primary utility of such lands relative to the purposes for which they were acquired. Incompatible use does not include minor and temporary activities such as volleyball, sail gliding, art events, running events, music events, holiday activities or other customary recreational activities and associated support facilities; provided that these activities do not involve the placement of any major structures that will remain in place for more than 72 hours and will not substantially or unreasonably interfere with public access to and use of natural resource lands.
- (d) "Natural resources" means wetlands, lakes, rivers, streams and other waterbodies, flora, fauna, fish and wildlife habitat, historical and archaeological resources, scenic vistas, and aesthetic values.
- (e) "Net positive benefit" means any effective action or transaction which promotes the overall characteristics of a particular parcel of natural resource lands. It is compensation over and above the market values of affected parcel to offset any requested use or activity which would preclude or affect, in whole or in part, current or future uses of the natural resource lands. Net positive benefit shall not be solely monetary compensation, but shall include mitigation and other consideration related to environmental or management development or restoration that produces a new or modified environment that is more



productive or is ecologically more valuable.

- (f) "Practicable alternatives" means the use of an alternative location if such location is capable of accommodating the proposed use and could be reasonably obtained in a timely manner.
- (g) "Substantially interfere with" means the use would significantly diminish the public use and enjoyment of the natural resource lands.
- (h) "Trustees" means Board of Trustees of the Internal Improvement Trust Fund.
- (i) "Unacceptable adverse affect" means impact on natural resources that is likely to result in significant degradation, impairment or loss of these resources.
- (j) "Use means the customary and acceptable use of natural resource lands for purposes other than the conservation of natural resources or public recreational use and enjoyment of the lands.

SEP 08 2001

Planning Division  
Environmental Branch

Mr. Jay Slack  
Field Supervisor  
U.S. Fish and Wildlife Service  
1339 20<sup>th</sup> Street  
Vero Beach, Florida 32960

Dear Mr. Slack:

Pursuant to the Endangered Species Act, as amended, the U.S. Army Corps of Engineers, Jacksonville District, is requesting a list of threatened or endangered species and critical habitat for species under the jurisdiction of the Fish and Wildlife Service in the vicinity of Port Everglades, Broward County, Florida (See enclosed map).

The point of contact for this project is  
Mr. Rea N. Boothby at 904-232-3453.

Sincerely,

James C. Duck  
Chief, Planning Division

Enclosure

*Rea* Boothby/CESAJ-PD-EA/3453/slw 9/4/01  
*Web* deAdams/CESAJ-PD-EA  
*Eng* Dugger/CESAJ-PD-E  
*Joe* Schmidt/CESAJ-PD-PN  
~~Fore/CESAJ-PD-E~~  
*Boothby* Strain/CESAJ-PD-P  
*Boothby* Duck/CESAJ-PD

Port Ev. FWS Sect 7 2001



SEP 08 2001

Planning Division  
Environmental Branch

Mr. Charles A. Oravetz  
Chief, Protected Species Management Branch  
National Marine Fisheries Service  
9721 Executive Center Drive North  
St. Petersburg, Florida 33702

Dear Mr. Oravetz:

Pursuant to the Endangered Species Act, as amended, the U.S. Army Corps of Engineers, Jacksonville District, is requesting a list of threatened or endangered species and critical habitat for species under the jurisdiction of the National Marine Fisheries Service in the vicinity of Port Everglades, Broward County, Florida (See enclosed map).

The point of contact for this project is  
Mr. Rea N. Boothby at 904-232-3453.

Sincerely,

James C. Duck  
Chief, Planning Division

Enclosure

*AMB*  
*UAD*  
*RAO*  
*SW*  
Boothby/CESAJ-PD-EA/3453/slw 9/4/01  
Adams/CESAJ-PD-EA  
Dugger/CESAJ-PD-E  
Schmidt/CESAJ-PD-PN  
~~Fore/CESAJ-DP-T~~  
Strain/CESAJ-PD-P  
Duck/CESAJ-PD

W/boothby/Port Ev.NMFS Sect 7

**F**LORIDA  
**T**RANSPORTATION  
**S**ERVICES, INC.

Post Office Box 22696 • Fort Lauderdale, FL 33335-2696

May 16, 2001

Mr. Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
P.O. Box 4970  
Jacksonville, FL 32232

RE: Port Everglades

Dear Mr. Schwichtenberg:

We are writing in support of the Feasibility Study on the possible expansion of Port Everglades's waterways. As long time stevedores, terminal operators and steamship agents in Port Everglades, we have witnessed first hand the increasing congestion in berthing due to the increased size and number of vessels calling the port.

We are especially interested in any improvements proposed to the Dania Cutoff Canal, as such improvements may lead to the development of additional berthing there.

It is vital to South Florida that Port Everglades stay competitive. To do so, its infrastructure must be improved. This cannot be accomplished without the simultaneous improvement of its waterways.

Sincerely,

Florida Transportation Services, Inc.



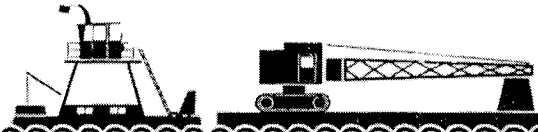
John C. Gorman, Jr.  
President

cc: Mr. Allan D. Sosnow, Port Everglades



# GRADY MARINE CONSTRUCTION, INC.

General Marine Contractors



"We Barge Right In"

May 11, 2001

Mr. Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
P.O. Box 4970  
Jacksonville, FL 32232

Dear Mr. Schwichtenberg:

We are Port Everglades users and long time tenants. We support any efforts on your part to conduct a Feasibility Study of the Port's waterways.

It is apparent that to maintain our Port leadership role on the East Coast, we must continue to improve our facilities to accommodate larger, deep draft vessels.

Please feel free to call on us for additional information or assistance from the local level.

Respectfully,

John J. Grady Jr.

# CONTINENTAL

Port Everglades Terminal: Slip 3 Eisenhower Boulevard  
Port Everglades, Florida 333  
Phone: (954) 523-8442  
Fax: (954) 523-0156

Mailing Address: P.O. Box 13128  
Port Everglades, Florida 333

May 11, 2001


Mr. Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
P.O. Box 4970  
Jacksonville, FL 32232

Dear Mr. Schwichtenberg,

Our Company, Continental Florida Materials Inc./Lehigh Portland Cement is in favor of the proposed expansion project at the Port of Jacksonville.

Deeping and widening the Port will make it possible for us to use bigger and wider ships.

Regards,

  
Lars Alm  
VP Operations



May 8, 2001

Mr. Bradd Schwichtenberg, Planning Division  
U.S. Army Corps of Engineers, Jacksonville District  
P.O. Box 4970  
Jacksonville, FL 32232

Dear Mr. Schwichtenberg:

I write in support of the proposed dredging project at Port Everglades, Florida.

I am a former Port Everglades Commissioner and Chairman and have been closely associated with various businesses at the port, including Tracor Marine Inc., of which I was president, and Hvide Marine Incorporated (now Seabulk International), of which I was recently chairman, president, and chief executive officer. I am a co-founder of the Port Everglades Association, the business group at the port.

In my 25 years of close association with Port Everglades I have watched with pleasure the port's growth and development. What not long ago was a quiet, sleepy seaport whose business was more than ninety per cent dependent on petroleum imports is now a bustling, vigorous, highly diversified seaport whose major businesses include petroleum, container, and cruise. Today, Port Everglades is rightly described as *the* engine of Broward County's commerce and industry, employing directly or indirectly thousands of men and women and bring millions of dollars into the local economy annually.

But the port's progress is jeopardized by the continuing increase in the sizes of container and cruise ships and the realities of navigation in the existing harbor. Deeper water in the entrance channel, the turning basin, and elsewhere at Port Everglades is absolutely necessary if the port is to continue to provide modern services to the world maritime industry.

Accordingly, I strongly urge your support of the planned dredging project at Port Everglades, with the hope that the project can be moved expeditiously through the approval and appropriations processes and promptly get underway. The planned dredging is vital if the port's full potential is to be realized.

Sincerely,

  
Jean Fitzgerald



**SOUTH STEVEDORING, INC.**

2550 EISENHOWER BLVD., BLDG. 611, OFFICE 211/212  
FORT LAUDERDALE, FL 33316  
TELEPHONE: (954) 525-4204  
FAX: (954) 522-6463

---

**SOUTH FLORIDA TERMINAL SERVICES**

3800 MCINTOSH ROAD  
FORT LAUDERDALE, FL 33316  
TELEPHONE: (954) 768-0660  
FAX: (954) 524-3859

May 7, 2001

Mr. Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
P.O. 4970  
Jacksonville, Florida 32232

Dear Mr. Schwichtenberg,

As a long time tenant of Port Everglades, my company South Stevedoring, Inc. and I are very much in favor of the Feasibility Study for the global Expansion of the Port Everglades Harbor. We are much aware of the potential to bring post-panamax vessels to the Port and this event can only be accomplished with deep water and a channel wide enough to accommodate the safe passage of vessels through the Southport Access Channel.

As a new terminal facility at Port Everglades, we are also looking forward to the improvements scheduled for the Turning Notch and the proposed improvements to the Dania Cutoff Canal.

If there is any way my company or I can assist you or the Port in the speedy development of the Port's new facilities, please do not hesitate to call on me.

Sincerely,



Arthur Scott  
President Terminal Operations

cc: Stephen C. Harrington



# TECMARINE LINES, INC.

5/4/01

Mr Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
PO Box 4970  
Jacksonville, Florida 32232

Subj: Port Everglades Expansion Plans, Feasibility Study

Dear Mr Schwichtenberg:

Tecmarine is a moderate sized liner operation operating and based in Port Everglades. We have been proponents and clients of the port since 1989. During that time we have seen the progress and growth of this port.

We feel that the result of the Feasibility Study must show that the widening and deepening of the port is not only a good plan but frankly essential to the health of the port in the future and directly impacting us, one of the port users. Any benefit that allows healthy economic growth and therefore the growth of the port user community is vital.

We support the dredging of the Southport Access Channel, Turning Notch and Dania Cutoff Canal. This step is only a first step in the long range needs and plans for the port and it simply must happen if we are to be successful in Port Everglades and I refer the "we" as a member of the port community.

I hope you can support our position and we do indeed see this dredging come about in timely order.

Thank you for taking the time to review our position.

Robert "Bob" Callahan  
Senior Vice President  
Marine Operations



STATE OF FLORIDA  
**DEPARTMENT OF COMMUNITY AFFAIRS**

*"Dedicated to making Florida a better place to call home"*

JEB BUSH  
Governor

STEVEN M. SEIBERT  
Secretary

April 27, 2001

Mr. James C. Duck  
Department of the Army  
Jacksonville District Corps of Engineers  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

RE: Department of the Army - District Corps of Engineers - Notice of Intent to  
Prepare Draft Environmental Impact State (DEIS) - Port Everglades Harbor -  
Feasibility Study of Navigation Improvements - Broward County, Florida  
SAI: FL 200103150126C

Dear Mr. Duck:

The Florida State Clearinghouse, pursuant to Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has coordinated the review of the above-referenced project.

The Department of Environmental Protection (DEP) offers an number of comments and concerns relating to the project's waste cleanup and petroleum storage methods and their environmental impacts to the Port Everglades vicinity. Please refer to the enclosed DEP comments for more detail.

The Florida Fish and Wildlife Conservation Commission (FWC) offers a list of concerns regarding the project's environmental impacts. These include how increased lighting and dredged materials placement will affect nesting turtles, how the project will impact seagrasses and other nearshore and hard bottom habitat, how reducing navigational width of the Dania Cutoff Canal will impact manatees and recreational boaters, and how the project's dredging methods (including blasting) will impact manatees and other marine mammals. Please refer to the enclosed FWC comments for more information.

2555 SHUMARD OAK BOULEVARD • TALLAHASSEE, FLORIDA 32399-2100



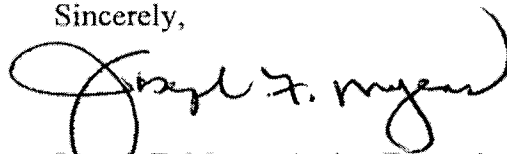
Mr. James C. Duck  
April 27, 2001  
Page Two

Finally, the South Florida Regional Planning Council (SFRPC) has identified goals and policies in its Strategic Policy Plan which may apply to the project. We have enclosed the SFRPC's comments for your review and consideration.

Based on the information contained in the notice of intent and the enclosed comments provided by our reviewing agencies, we have determined that the referenced project is, at this stage, consistent with the Florida Coastal Management Program (FCMP). All subsequent environmental documents prepared for this project must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with this project will be based, in part, on the adequate resolution of any issues identified during this and subsequent reviews.

Thank you for the opportunity to review this project. If you have any questions regarding this letter, please contact Ms. Jasmin Raffington at (850) 414-6568.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joseph F. Myers". The signature is fluid and cursive, with a large loop at the end.

Joseph F. Myers, Acting Executive Director  
Florida Coastal Management Program

JFM/hv

Enclosures

cc: Robert Hall, Department of Environmental Protection  
Brian Barnett, Fish and Wildlife Conservation Commission  
Eric Silva, South Florida Regional Planning Council  
Jim Golden, South Florida Water Management District



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE  
Southeast Regional Office  
9721 Executive Center Drive North  
St. Petersburg, Florida 33702

April 26, 2001

James C. Duck, Chief  
Planning Division, Environmental Branch  
Jacksonville District Corps of Engineers  
P.O. Box 4970  
Jacksonville, Florida 32232-0019

Dear Mr. Duck:

The National Marine Fisheries Service (NMFS) attended the March 29, 2001, Scoping Meeting for the development of an Environmental Impact Statement (EIS) for the Port Everglades Harbor Navigation Channel Improvements project. The proposed project is located in the vicinity of Dania Sound, Broward County, Florida. The draft EIS being prepared for this project is expected to be available in September 2001. At the request of the Army Corps of Engineers (COE), Planning Division, the NMFS provides the following preliminary comments for your consideration.

According to information provided during the referenced meeting, several navigational improvements to the Port are being investigated. These include: widening and deepening the Outer and Inner Entrance Channel, the Southport Access Channel, Turning Notch, and Dania Cutoff Canal; deepening the Main Turning Basin and adjacent turning basins; constructing bulkheads along the Southport Access Channel; moving the existing Coast Guard facilities east to accommodate the new channel configurations; and, creating a new turning basin at the south end of the Southport Access Channel. Some of the stated objectives of the project include providing access to the Port for larger vessels such as post-Panamax cargo and Eagle Class cruise ships. Several spoil disposal options are being considered including beach disposal at John U. Lloyd Park and on-site, upland disposal. Mitigation options for impacts to estuarine and marine resources are being developed, but are expected to include wetland creation/restoration at West Lake Park in Broward County.

Based on the description of the activities under consideration, the NMFS is concerned that the proposed project may have significant adverse impacts to Essential Fish Habitat (EFH) as defined by 1996 amendment to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). Based upon information provided at the EIS Scoping Meeting, potential impacts to EFH and NMFS-trust resources include:

- Approximately 5 acres of dredging within areas supporting seagrasses (including approximately 1 acre of Johnson's seagrass);
- Approximately 23 acres of dredging and/or filling activities within mangrove wetlands;
- Approximately 63 acres of dredging impacts to hard bottom habitat (based upon mapping used in the Coast of Florida Study in 1996. New video surveys scheduled for May 2001



- are expected to indicate a lesser amount of hard bottom in this area); and,
- Approximately 0.7 acre of dredging impacts to coral reef habitat.

Seagrasses, estuarine scrub/shrub mangroves, live/hard bottoms, coral and coral reefs, estuarine mud bottom, and the estuarine and marine water column have been identified as EFH by the South Atlantic Fishery Management Council (SAFMC). In addition, submerged aquatic vegetation, hermatypic coral reefs, hard bottoms, and mangroves have been designated as Habitat Areas of Particular Concern (HAPC) by the SAFMC. HAPCs are subsets of EFH that are rare, particularly susceptible to human-induced degradation, especially ecologically important, or located in an environmentally stressed area.

Rock blasting may be proposed in the area of the Outer Entrance Channel, within the Main Turning Basin, and possibly along the Dania Cutoff Canal. We are concerned that blasting within these areas may have additional adverse impacts to fish and sea turtles that utilize these areas for foraging and shelter. In particular, blasting within the Outer Entrance Channel may effect organisms associated with hard bottom and coral habitats adjacent to the channel.

It is our understanding that several areas within the Southport Channel contain environmental conservation easements that would be impacted by several of the proposed alternatives. We are concerned with the loss of areas designated as environmental conservation easements.

Preliminary information has indicated that mitigation for impacts to marine and estuarine habitats could be provided by wetland creation and restoration at West Lake Park in Broward County. According to information provided at the EIS Scoping Meeting, there are approximately 55 acres of land at the Park that may be available as mitigation areas. The NMFS has also reviewed an EIS for the Fort Lauderdale-Hollywood Airport Expansion, which is expected to impact approximately 38.2 acres of fresh water emergent and mangrove wetlands. The proposed mitigation area for the airport expansion project is also the West Lake Park, and we have some concern that sufficient area may not be available at this site to accommodate mitigation for these two projects.

Considering the potential impact from the proposed project on EFH, HAPC, and other NMFS-trust resources, we recommend that the following should be addressed in the draft EIS:

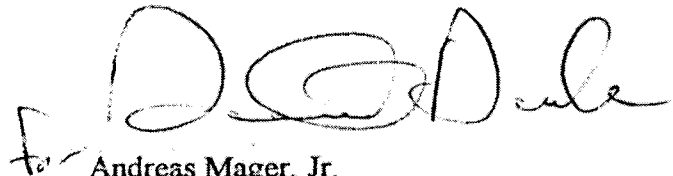
1. An EFH Assessment should be completed that identifies and describes EFH resources in the vicinity of the project, assess the impacts to EFH associated with each action alternative, the COE's views regarding the effects of the action on EFH, and the proposed mitigation to fully offset any losses of EFH;
2. Alternatives to blasting should be fully analyzed and considered to reduce adverse impacts to NMFS trust resources, including EFH and HAPC, within the project vicinity;
3. Potential impacts to environmental conservation easements should be fully analyzed including the need to affect these areas, practicable alternatives to affecting these areas, and the type and amount of mitigation that is would be necessary to fully compensate for the loss of these areas; and,
4. A comprehensive mitigation plan should be included with a complete analysis of the



proposed locations, and availability, for wetland restoration and/or creation for this project. In-kind mitigation should be provided for all habitat types impacted from the proposed project and long-term monitoring should be included to ensure that complete recovery and compensation is ultimately provided.

We look forward to the opportunity to provide additional comments to the draft EIS upon its availability. If we can be of further assistance, please advise. Related comments, questions or correspondence should be directed to Mr. Michael R. Johnson, in Miami, at 305/595-8352.

Sincerely,

A handwritten signature in black ink, appearing to read "Andreas Mager, Jr.", with a stylized, cursive script.

Andreas Mager, Jr.  
Assistant Regional Administrator  
Habitat Conservation Division

cc:

EPA, WPB

DEP, WPB

FFWCC, Tallahassee

FWS, Vero Beach

F/SER3

F/SER4

F/SER43-Johnson



**Coastal**  
The Energy People

April 26, 2001

Mr. Brad Schwichtenberg  
U. S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
P. O. Box 4970  
Jacksonville, FL 32232

Subject: Port Everglades Expansion and Environmental Impact Study

Dear Sir:

The El Paso Corporation fully supports the global expansion of the Port Everglades waterway. The Port has witnessed dramatic growth in all business sectors throughout its history by continually looking to the future and finding ways to better serve the needs of its customers. The Petroleum, Cruise and Cargo industries are the three main revenue sources for the Port and all three will begin utilizing larger vessels in the near future to remain competitive.

For these larger vessels to bring their goods and services to Port Everglades, the Port must explore widening and deepening the Outer and Inner Entrance Channels, the three turning basins, the Southport Access Channel, the Turning Notch and improvements to the Dania Cutoff Canal. However, due to the vast environmentally sensitive areas within the confines of the Port, we believe a thorough environmental assessment needs to be completed before any dredging is initiated. To this end, we support the Draft Environmental Impact Study proposed by the Army Corps of Engineers (COE), Jacksonville District.

I would appreciate a copy of the study when completed. My forwarding address is:

Terminal Manager  
El Paso Corporation  
P. O. Box 13124  
Port Everglades, FL 33316

Please call me at (954) 355-4245 if you have any questions or need additional information.

Sincerely,

Karl Bernard  
Terminal Manager

# CROWLEY

## LINER SERVICES

A Subsidiary of Crowley Maritime Corporation

April 24, 2001

Mr. Brad Schwichtenberg  
**U. S. Army Corps of Engineers**  
Jacksonville District Planning Division  
P. O. Box 4970  
Jacksonville, FL 32232


Dear Mr. Schwichtenberg:

Crowley Liner Services is a major user of the Port Everglades facilities. We average in excess of 430 ship calls per year serving our customers in the Virgin Islands, Windward and Leeward Islands, Dominican Republic, Bahamas, Jamaica, Guatemala, Honduras, Costa Rica, Panama and Mexico.

Improvement of the port facilities, including dredging and widening the channels and turning basins is of considerable importance to our company. Projects such as improvements to the Dania Cutoff Canal are strongly supported to provide additional dockage. Berthing congestion is an ongoing problem for the Port Everglades Harbormaster.

Crowley Liner Services strongly supports expansion of Port Everglades and improvement of existing facilities to better support current requirements and provide the opportunity to enhance the utility of the port and economic growth.

Very truly yours,

  
Thomas Morin  
Manager, Vessel Operations

TM/ao





# SEABULK INTERNATIONAL

Seabulk International, Inc. • 2200 Eller Drive • P.O. Box 13038 • Fort Lauderdale, FL 33316  
www.seabulkinternational.com

Alan R. Twaits  
*Senior Vice President  
and General Counsel*

April 23, 2001

Phone: (954) 524-4200 Ext. 801  
Fax: (954) 527-1772  
E-mail: alan.twaits@seabulk.com

Mr. Bradd Schwichtenberg ✓  
U.S. Army Corps of Engineers  
Jacksonville District/Planning Division  
PO Box 4970  
Jacksonville, FL 32232

RE: Port Everglades

Dear Mr. Schwichtenberg:

It has come to our attention that the U.S. Army Corps of Engineers is conducting a Feasibility Study on widening and deepening entrance channels, turning basins, access channels, the turning notch and the cutoff canal at Port Everglades. Seabulk International, Inc. ("Seabulk") (f/k/a Hvide Marine Incorporated) strongly supports the Port Everglades project, which would allow needed expansion and improvement to ship operations at the port. As holder of the tug franchise at Port Everglades, Seabulk operates a fleet of five state-of-the-art tug vessels at Port Everglades. Seabulk and its tug captains know the characteristics of the port as well as any other group. We work hand in hand with the pilots and vessel operators to guide and berth tankers, container ships, bulk carriers, roll on roll off ships, special purpose ships and cruise ships. Seabulk also operates a fleet of ten of its own U.S. flag petroleum and product tankers, five of which are state of the art double hulls. Some of our tanker fleet are regular visitors to Port Everglades, so we are also intimately aware of the tight confines of the port and its channels and berths as vessel owners and operators.

Port Everglades is a unique port, with narrow confines, bends and turns, and narrow channels and berths. Nowhere else is the mix of cruise vessels, cargo vessels, recreational yachts, small boats, the intercoastal waterway, and pristine beaches and natural areas in such close proximity. They conspire to create uniquely compelling reasons for widening and deepening at Port Everglades.

- (1) Vessels are continuing to get larger. Cruise ships and container ships at Port Everglades have already grown with cruise ships over 110,000 dwt and 3,000 passengers, and 1,000 foot container ships with over 4,500 TEU capacity. And larger ones are on the way.

If the port is going to stay competitive and continue to be a safe place to operate the big ships, the port and the Army Corps need to anticipate and plan for the future to be able to handle them. The current tightness and minimal tolerances in

the port would be alleviated by the project, providing easier and safer access. The presence of large amounts of yacht and pleasure boat traffic at the port accentuates the need.

- (2) Widening and deepening will enhance and expedite safe arrivals, departures and shifting of port traffic. For example, this will reduce the number of loaded tankers waiting at the sea buoy to enter the port, consequently reducing traffic and the possibility of incidents there.
- (3) An accident in the current narrow channels and berths could impede ship traffic flow. Widening and deepening will reduce the threat of accidents and resulting bottlenecks.
- (4) Dredging projects are inherently slow and time-consuming. We need to begin this project as soon as possible.
- (5) Port Everglades is the largest petroleum storage port south of New York City, the world's second or third largest cruise port, and a major container gateway to the Caribbean and Central and South America. It has grown fast and, with the right infrastructure mix, can continue to grow to meet the import and export needs of the economy of the southeast U.S., including, on the import side, vital energy needs. To continue to meet these needs, as well as to remain competitive with new, special purpose terminals in the Bahamas and elsewhere, Port Everglades needs the widening and deepening project.

Seabulk appreciates the opportunity to make its views heard. Our experts at the port, where we also have our corporate headquarters, stand ready to assist with any questions or issues which you would like us to address. Please contact the undersigned should you require additional input from Seabulk.

Sincerely,



Alan R. Twaits

Cc: Paul DeMariano, Port Director, Port Everglades ✓  
Gerhard E. Kurz, President and CEO, Seabulk International, Inc. ✓  
William R Ludt, President, Towing Division, Seabulk International, Inc. ✓  
Bob Turpin, Director, Seabulk Towing Operations, Port Everglades ✓

# FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION



BARBARA C. BARSH  
Jacksonville

QUINTON L. HEDGEPEETH, DDS  
Miami

H.A. "HERKY" HUFFMAN  
Deltona

DAVID K. MEEHAN  
St. Petersburg

JULIE K. MORRIS  
Sarasota

TONY MOSS  
Miami

EDWIN P. ROBERTS, DC  
Pensacola

JOHN D. ROOD  
Jacksonville

ALLAN L. EGBERT, Ph.D., Executive Director  
VICTOR J. HELLER, Assistant Executive Director

OFFICE OF ENVIRONMENTAL SERVICES  
BRADLEY J. HARTMAN, DII  
(850)488-6661 TDD (850)  
FAX (850)

April 19, 2001

Ms. Jasmine Raffington  
Florida State Clearinghouse  
2555 Shumard Oak Blvd.  
Tallahassee, Florida 32399-2100

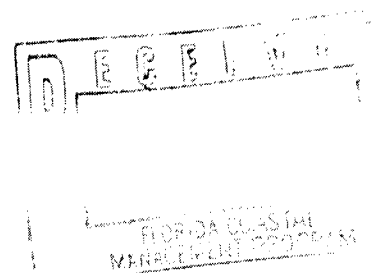
Re: SAI #FL200103150126C,  
USACOE Notice of Intent to Prepare Draft  
Environmental Impact Statement-Port Everglades  
Harbor-Feasibility Study of Navigation  
Improvements, Ft. Lauderdale, Broward County

Dear Ms. Raffington:

The Office of Environmental Services of the Florida Fish and Wildlife Conservation Commission (FWC) has reviewed the referenced project, and offers the following comments.

This project involves the development of a Draft Environmental Impact Statement (DEIS) for the Port Everglades Harbor, Feasibility Study of Navigation Improvements. These improvements involve proposed deepening and widening of channels and turning basins at the port. FWC staff has attended several meetings, organized by the Army Corps of Engineers, of all interested agencies regarding the feasibility of the port improvements. We continue to have the same concerns about issues potentially associated with this project that we have expressed at those meetings, and expect they will be addressed in the DEIS. They are as follows:

- ✓ 1. Increased lighting from the port impacting sea turtle nesting at John U. Lloyd State Park.
2. Placement of any dredged material on the beach.
3. Impacts to seagrasses that serve as manatee and sea turtle foraging habitat.
4. Impacts to nearshore hard bottom habitats utilized as developmental habitat by juvenile green turtles.
5. The potential reduction in the available navigational width in the Dania Cutoff Canal due to increased vessel mooring, thus reducing the amount of waterway available for manatees and boaters to use.
6. Proposed dredging methods, including blasting, and the risks posed to manatees and sea turtles from these methods.



Ms. Jasmine Raffington  
April 19, 2001  
Page 2

We will also be reviewing this project when it is submitted as a permit and can provide specific recommendations at that time. If you have any questions regarding these comments, please contact me or Ms. Carol Knox at (850) 922-4330.

Sincerely,

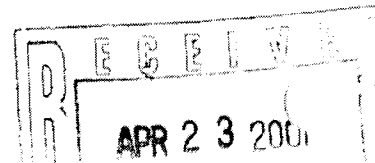
*Brian Barnett, for*

Bradley J. Hartman, Director  
Office of Environmental Services

BJH/CAK  
ENV 7-2/1/3/2

cc: U.S. Army Corps of Engineers, Jacksonville  
USFWS-Vero Beach, Chuck Sultzman

A:\sai0126c.doc







## **PORT EVERGLADES ASSOCIATION, INC.**

April 18, 2001

Mr. Bradd Schwichtenberg  
US Army Corps of Engineers  
Jacksonville District  
Planning Division  
PO Box 4970  
Jacksonville, FL 32232

Mr. Schwichtenberg:

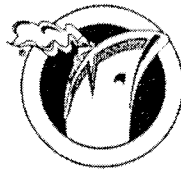
The Port Everglades Association Board of Directors is aware of the Environmental Impact Study currently underway as a part of the Feasibility Study on the expansion of the Port Everglades waterway.

It is imperative that this port be able to accommodate the anticipated growth in the near and distant future. Therefore we are very much in favor of the expansion program and the generation of this Environmental Impact Statement draft.

As Executive Director of the 75-member Port Everglades Association I can assure that the members are extremely supportive of this expansion proposal.

Sincerely,

Margaret Kempel  
Executive Director



## DISCOVERY CRUISE LINE®

---

April 10, 2001

Mr. Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
P.O. Box 4970  
Jacksonville, FL 32232

Dear Mr. Schwichtenberg:

Discovery has been a daily Port user in Port Everglades since the 1980's and we are planning to operate from Port Everglades for many years to come.

However, as of late, the growth of the Port increasingly necessitates for our unique Ro-Ro Cruise Ferry Operation to be shifted to Port locations not equally conducive.

It is therefore with great expectations that we applaud the Ports Global Expansion Movement and the feasibility study to be conducted by the COE is a major step in that direction. While environmental impact remains one of the major concerns when targeting the immense project of widening and deepening an entire Port, the ultimate necessity of the project deserves to be awarded equal concern however. In this spirit, Discovery is looking forward to a swift and favorable completion of this feasibility study.

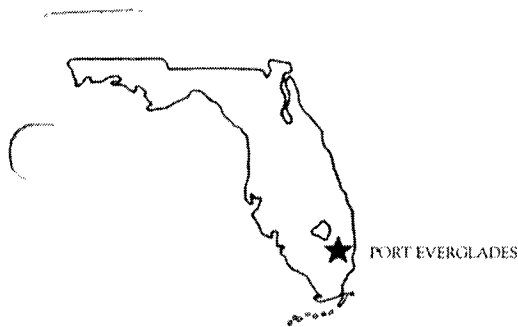
Thank you and best regards,



Harris J. Kohn  
General Manager

Cc: Allan D. Sosnow

Administration/January 2001/Port Director: Schwichtenberg



*Florida's Deepest Harbor*

## PORT EVERGLADES PILOTS' ASSOCIATION

Post Office Box 13017  
PORT EVERGLADES, FLORIDA 33316  
Telephone (954) 522-4491 / 7  
Facsimile (954) 522-4498

April 9, 2001

Mr. Bradd Schwichtenberg  
**U.S. ARMY CORPS OF ENGINEERS**  
Jacksonville District  
Planning Division  
P.O. Box 4970  
Jacksonville, FL 32232

**Re: Draft Environmental Impact Study**

Dear Mr. Schwichtenberg:

On behalf of the Port Everglades Pilots' Association, please note that we are very much in favor of the dredging project for Port Everglades.

The benefits to the people of Florida and our country's economy cannot be underestimated.

We stand ready to offer any and all assistance that you may require.

Yours truly,

Captain Brian F. Hanley, Co-Managing Pilot

Captain Michael J. Cunningham, Co-Managing Pilot  
Port Everglades Pilots' Association

BFH:ljb

cc: File



President Arthur Coffey

Secretary/Treasurer Cornelius Vanderwyde  
Vice President Gerardo Becerra

Local 1922  
1610 PORT BOULEVARD  
MIAMI, FLORIDA 33132  
Telephone: 305-379-8694

## *International Longshoremen's .... Association ....*

*Affiliated with AFL-CIO and Canadian Labour Congress*

April 5, 2001

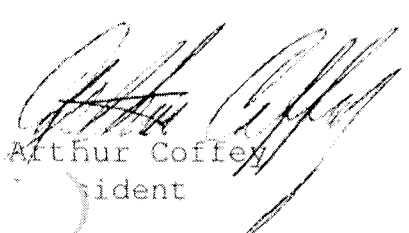
Mr. Bradd Schwichtenberg  
U.S. Army Corps of Engineers  
Jacksonville District  
Planning Division  
Box 4970  
Jacksonville, FL 32232

Dear Mr. Schwichtenberg:

This is to inform you that the International Longshoremen's Association Local 1922 does support your study of Port Everglades of the Outer and Inner Entrance Channels, the three (3) Turning Basins and the Southport Access Channel. We feel that any improvement to Port Everglades to make the facilities more compatible of the world's shipping entrance will promote jobs and a wider future to the port.

Thanking you for your time and attention.

Sincerely,  
ILA Local 1922  
(AFL-CIO)

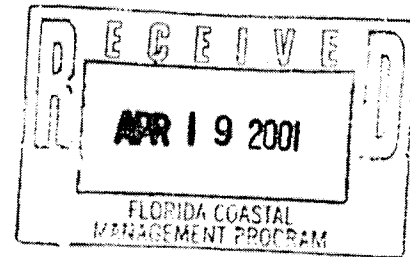
  
Arthur Coffey  
President





April 16, 2001

Ms. Cherie Trainor  
Florida Coastal Management Program  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100



RE: SFRPC #01-0332, SAI #FL200103150126C - Request for comments on the Notice of Intent to prepare a draft Environmental Statement for the Port Everglades Harbor Feasibility Study of Navigation Improvements, Department of the Army, Broward County.

Dear Ms. Trainor:

We have reviewed the above-referenced notice and have the following comments:

- Council staff finds that the Notice of Intent to prepare a draft Environmental Statement for the Port Everglades Harbor Feasibility Study of Navigation Improvements is generally consistent with the goals and policies of the *Strategic Regional Policy Plan for South Florida*, specifically the following:

#### Strategic Regional Goal

- 3.1 Eliminate the inappropriate uses of land by improving the land use designations and utilize land acquisition where necessary so that the quality and connectedness of Natural Resources of Regional Significance and suitable high quality natural areas is improved.

#### Regional Policies

- 3.1.1 Natural Resources of Regional Significance and other suitable natural resources shall be preserved and protected. Mitigation for unavoidable impacts will be provided either on-site or in identified regional habitat mitigation areas with the goal of providing the highest level of resource value and function for the regional system. Endangered faunal species habitat and populations documented on-site shall be preserved on-site. Threatened faunal species and populations and species of special concern documented on-site, as well as critically imperiled, imperiled and rare plants shall be preserved on-site unless it is demonstrated that off-site mitigation will not adversely impact the viability or number of individuals of the species.
- 3.1.2 Direct inappropriate uses of land that are not consistent with the protection and maintenance of natural resource values away from Natural Resources of Regional Significance and suitable natural resource areas.
- 3.1.3 Continue to identify and evaluate the resources of the region, including regional mitigation areas, through project reviews and required monitoring so that additional Natural Resources of Regional Significance may be designated, defined and mapped. Propose new natural resources for inclusion in, and designation by, the SRPP as they are identified, or by 1999.

- 3.1.9 Degradation or destruction of Natural Resources of Regional Significance, including listed species and their habitats will occur as a result of a proposed project only if :
- a) the activity is necessary to prevent or eliminate a public hazard, and
  - b) the activity is in the public interest and no other alternative exists, and
  - c) the activity does not destroy significant natural habitat, or identified natural resource values, and
  - d) the activity does not destroy habitat for threatened or endangered species, and
  - e) the activity does not negatively impact listed species that have been documented to use or rely upon the site.

#### Strategic Regional Goal

- 3.8 Enhance and preserve natural system values of South Florida's shorelines, estuaries, benthic communities, fisheries, and associated habitats, including but not limited to, Florida Bay, Biscayne Bay and the coral reef tract.

#### Regional Policies

- 3.8.1 Enhance and preserve natural shoreline characteristics through requirements resulting from the review of proposed projects and in the implementation of ICE, including but not limited to, mangroves, beaches and dunes through prohibition of structural shoreline stabilization methods except to protect existing navigation channels, maintain reasonable riparian access, or allow an activity in the public interest as determined by applicable state and federal permitting criteria.
- 3.8.2 Enhance and preserve benthic communities, including but not limited to seagrass and shellfish beds, and coral habitats, by allowing only that dredge and fill activity, artificial shading of habitat areas, or destruction from boats that is the least amount practicable, and by encouraging permanent mooring facilities. Dredge and fill activities may occur on submerged lands in the Florida Keys only as permitted by the Monroe County Land Development Regulations. It must be demonstrated pursuant to the review of the proposed project features that the activities included in the proposed project do not cause permanent, adverse natural system impacts.
- 3.8.3 As a result of proposed project reviews, include conditions that result in a project that enhances and preserves marine and estuarine water quality by:
- a) improving the timing and quality of freshwater inflows;
  - b) reducing turbidity, nutrient loading and bacterial loading from wastewater facilities and vessels;
  - c) reducing the number of improperly maintained stormwater systems; and
  - d) requiring port facilities and marinas to implement hazardous materials spill plans.
- 3.8.4 Enhance and preserve commercial and sports fisheries through monitoring, research, best management practices for fish harvesting and protection of nursery habitat and include the resulting information in educational programs throughout the region. Identified nursery habitat shall be protected through the inclusion of suitable habitat protective features including, but not limited to:

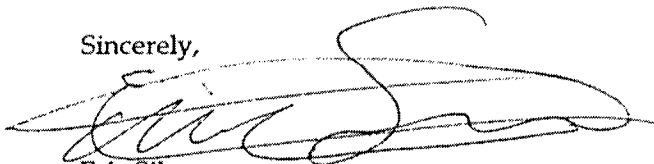
- a) avoidance of project impacts within habitat area;
- b) replacement of habitat area impacted by proposed project; or
- c) improvement of remaining habitat area within remainder of proposed project area.

3.8.5 Enhance and preserve habitat for endangered and threatened marine species by the preservation of identified endangered species habitat and populations. For threatened species or species of critical concern, on-site preservation will be required unless it is demonstrated that off-site mitigation will not adversely impact the viability or number of individuals of the species.

3.8.6 Development of meaningful best management practices for fish harvesting.

Thank you for the opportunity to comment. We would appreciate being kept informed on the progress of this project. Please do not hesitate to call if you have any questions or comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Eric Silva', written over a horizontal line.

Eric Silva  
Senior Planner

ES/jg

cc: Steve Somerville, BC-DPEP

The Honorable Jim Naugle, City of Fort Lauderdale

Jaye Epstein, City of Hollywood Community Development

COUNTY: Broward

Message:

DATE: 03/15/2001  
COMMENTS DUE DATE: 04/13/2001  
CLEARANCE DUE DATE: 04/27/2001  
SAI#: FL200103150-26C

STATE AGENCIES

WATER MANAGEMENT DISTRICTS

OPB POLICY UNITS

Community Affairs  
Environmental Protection  
Fish & Wildlife Conserv. Comm  
State  
X Transportation

South Florida WMD

Environmental Policy/C & ED

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized one of the following:

Federal Assistance to State or Local Government (16 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.

Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

Department of the Army - District Corps of Engineers - Notice of Intent to Prepare Draft Environmental Impact Statement (DEIS) - Port Everglades Harbor - Feasibility Study of Navigation Improvements - Fort Lauderdale, Broward County, Florida.

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(850) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

☒ No Comment  
☐ Comments Attached  
☐ Not Applicable

☒ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☐ Not Applicable

From:

Division/Bureau:

FDOT, DY



COUNTY: Broward

DATE: 03/15/2001

COMMENTS DUE DATE: 04/13/2001

CLEARANCE DUE DATE: 04/27/2001

Message:

SAI#: FL200103150126

## STATE AGENCIES

Community Affairs  
Environmental Protection  
Fish & Wildlife Conserv. Comm  
State  
Transportation

## WATER MANAGEMENT DISTRICTS

X South Florida WMD

## OPB POLICY UNITS

Environmental Policy/C &amp; ED

RECEIVED  
MAR 22 2001  
ERR - 4210

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.

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Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.

Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

## Project Description:

Department of the Army - District Corps of Engineers - Notice of Intent to Prepare Draft Environmental Impact Statement (DEIS) - Port Everglades Harbor - Feasibility Study of Navigation Improvements - Fort Lauderdale, Broward County, Florida.

To: Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, FL 32399-2100  
(850) 922-5438 (SC 292-5438)  
(850) 414-0479 (FAX)

EO. 12372/NEPA

Federal Consistency

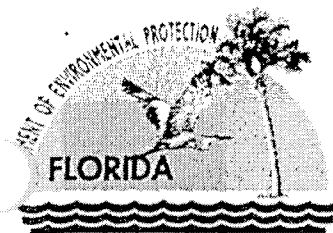
- ☐ No Comment  
☐ Comments Attached  
☐ Not Applicable

- ☐ No Comment/Consistent  
☐ Consistent/Comments Attached  
☐ Inconsistent/Comments Attached  
☒ Not Applicable

UNDER THE OPERATING AGREEMENT BETWEEN DEP AND THE SFWMD, THIS PROJECT WILL BE REVIEWED BY DEP.

From:

Division/Bureau: ERR



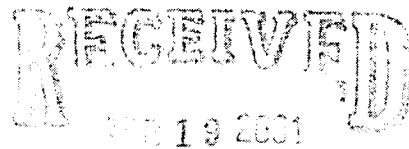
Jeb Bush  
Governor

# Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

David B. Struhs  
Secretary

April 13, 2001



Ms. Jasmin Raffington  
Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

State of Florida Clearinghouse

Re: Department of the Army, District Corps of Engineers, Notice of Intent to Prepare Draft  
Environmental Impact Statement (DEIS), Port Everglades Harbor, Feasibility Study of Navigation  
Improvements, Ft. Lauderdale, Broward County

SAI: FL 200103150126C

Dear Ms. Raffington:

The Department has been working extensively with the Corps of Engineers and providing comments on concerns related to environmental impacts in the vicinity of Port Everglades. The following comments are in addition to those already communicated, and noted in the public record. These additional comments are offered to further assist the Corps in its preparation of the Environmental Impact Statement.

## Waste Cleanup Issues:

According to the Notice of Intent, the project is to "Widen and deepen every major Federal channel and basin within the project and develop (widen and deepen) the Dania Cutoff Canal." In addition to the general issues already identified, the Department has additional concerns relative to the sediments in areas to be dredged.

The EIS should outline the intended methods of testing sediments for contamination with identification of evaluative criteria. It is anticipated that some areas will be contaminated with fuel and metal related contaminants which can have varying effects on environmental resources. It is recommended that the Department's report entitled "1994 Florida Sediment Quality Assessment Guidelines (SQAGs)" be used as a reference for sediment analysis. This report was prepared to provide the Florida Department of Environmental Protection with biological effects-based sediment quality assessment guidelines (SQAGs) for Florida coastal waters.<sup>1</sup>

<sup>1</sup> A variety of approaches were reviewed and evaluated for deriving numerical SQAGs. Preliminary SQAGs for 34 priority substances in Florida coastal waters were derived and evaluated using an approach recommended by Long and Morgan (1990; National Oceanic and Atmospheric Administration). These SQAGs are intended to assist sediment quality assessment applications, such as identifying priority areas for non-point source management actions, designing wetland restoration projects, and monitoring trends in environmental contamination. Sediment information can be viewed at the following web <http://www.dep.state.fl.us/dwm/documents/sediment/default.htm>.

The EIS will need to describe how the dredged sediments will be managed. The proposed disposal area needs to be identified and described, and in the event that sediment contamination exceeds acceptable criteria, a plan of action will need to address how the disposal issues will be resolved. The Department's Southeast District Office Waste Cleanup Section believes that contamination sources exist near the Dania Cut off canal, in the vicinity of the marina near I-95 and the Southwest portion of the Fort Lauderdale/Hollywood International Airport. The EIS will need to discuss the method of dealing with this contamination, if encountered.

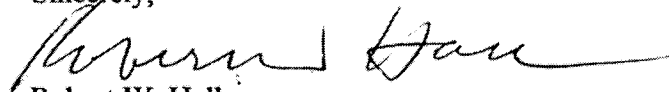
The EIS should also describe how this project will be coordinated with the proposed expansion of the Fort Lauderdale/Hollywood International Airport. The department provided extensive comments on the proposed airport expansion and potential groundwater contamination that could impact the expansion project (see attached letter, dated March 20, 2001). As that project develops, there may be additional comments and concerns revealed by the required groundwater assessment and cleanup program. Questions and information related to groundwater contamination issues should be directed to Mr. Paul Wierzbicki at 561/681-6677, Suncom 226-6677.

#### **Petroleum Storage Issues:**

The major concern of the Bureau of Petroleum Storage Systems (BPSS) at the Port Everglades Harbor is the integrity of the sea wall adjacent to the petroleum terminal facility area. Those facilities are in proximity to, and bordering along, the Florida Power and Light Company canal, and extend northward to include Slip Numbers 1, 2 and 3. The ability of the sea wall to act as a barrier to contaminated groundwater movement is part of a Risk Assessment Approval Order, dated June 6, 1995. That Order acts as a mechanism that specifies Alternative Cleanup Target Levels used for site closure in accordance with Rule 62-770.650, F.A.C. Therefore, consideration should be given to any construction activity that may prevent the sea wall from acting as a barrier to retain contaminated substances. Activities of concern are those that would allow groundwater movement through or under the sea wall. Please contact Mr. Matthew McCoy at (850) 921-9038 if you have questions related to petroleum storage and cleanup.

If you have questions regarding this letter, or if we may be of further assistance at this time, please give me a call at (850) 487-2231.

Sincerely,

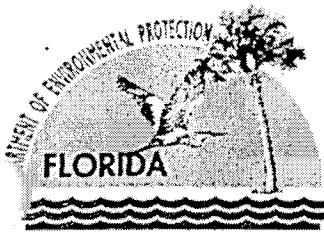


Robert W. Hall

Office of Intergovernmental Programs

#### **Attachment**

cc: Cheryl McKee  
 Paul Wierzbicki  
 Linda Frohock  
 Tom McCoy  
 Tom Seal  
 Mark Latch  
 Roxane Dow



Jeb Bush  
Governor

# Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

March 20, 2001

David B. Struhs  
Secretary

Ms. Cherie Trainor  
Florida State Clearinghouse  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

Re: U.S. Department of Transportation, FAA, Draft Environmental Impact Statement, Expansion of Runway  
9R-27L, Ft. Lauderdale – Hollywood International Airport, Broward County.

SAI: FL 200102090064C

Dear Ms. Trainor:

We have reviewed the above-referenced project and offer the following comments.

## **Air Resources:**

The statement on page 5-22 related to the two NOx budgets, indicating that aircraft and vehicle emissions can be combined to offset exceedances to meet the SIP budget, is somewhat misleading. While this may be true, there is no documentation showing that the current projected NOx vehicle emissions will remain as projected. The county's transportation system is undergoing many changes and the projected NOx surplus that is needed to offset the potential aircraft NOx exceedance may not be available. Compliance with the SIP budget should be through a conformity determination by the Metropolitan Planning Organization (MPO).

This draft document presents underestimates of the VOC, NOx, and CO emissions. The figures presented in the 1997 Emissions Inventory for this particular airport were:

VOC	2,589 lbs/day
NOx	5,237 lbs/day
CO	10,352 lbs/day

The information provided in the draft document is for years 2005 and 2015. The applicant needs to explain how these projections were derived. The baseline year, numbers and sources of information need to be identified.

Using the same 44% increment in emissions that have been estimated from year 2005 to 2015 and using 1997 emissions inventory estimates from Broward County, the projections are within 88% of the VOC SIP budget for year 2015. The NOx projections are within 97% of the SIP budget (



be exceeded. These conclusions are based on the Summary of Impacts table presented in page xxi.

If there has been an Air Quality Analysis presented for the entire airport site it is not apparent. Such analysis needs to be included in the evaluation report. Also, staff would like to review the supporting documentation used to derive Air Quality as well as the numbers from the different models that were used for emissions projections.

The figures on page 5-23 based on the aircraft emissions inventory for 1997, provided in the Florida DEP 1993 Revisions to the SIP, do not agree with the numbers presented in the 1997 Emissions Inventory for Broward County." This discrepancy should be clarified.

#### **Waste Cleanup Comments:**

In addition to the description given in the third paragraph, the reference to 62-520.400, Florida Administrative Code (F.A.C.) regarding Minimum Criteria for Ground Water, is also applicable.

Figure 5-17 should be supplemented with the latest Broward County wellfield protection map, which is available through the Broward County Department of Planning and Environmental Protection.

The applicant needs to characterize the current and historic water quality of the discharges "through the various drainage ditches and culverts" to the Dania Cut-off Canal as well as discharges from the northwest area of the airport, and other areas of discharge. Of particular concern would be fuel related and metals parameters. The applicant needs to identify the agency or Department that has been historically responsible for the permitting, collection, and review of sampling data. If not already accomplished, a plan needs to be developed for the collection of "background" surface water quality samples.

On Page 5-35, last paragraph, the legend of Figure 5-21 states that "...known contamination at FLL has been or is properly being addressed with respect to the requirements of the regulatory agencies" is not correct. The Department has significant outstanding issues with the completion of the assessment follow-up, subsequent monitoring as well as the need for remedial action. The Department will be seeking a Consent Order or other administrative remedy that will commit the Broward County Aviation Department to fully assess alleged on and off-site contamination at the West and South sides of the airport as referenced on Figure 5-21. Our experience shows that environmental contamination assessment and cleanup issues may take several years to resolve. Therefore, any potential environmental contamination issues must be part of construction planning.

Prior to any construction and during any planning effort, it is important to determine the historic uses of buildings or areas at the airport in order to accurately assess environmental contamination issues. For example, without adequate controls, it is not acceptable to begin a demolition and dewatering project. Dewatering and construction demolition has the potential of spreading contamination to previously uncontaminated areas or exacerbating an existing cleanup. Unfortunately, this was not the strategy practiced by Miami International Airport in the early

stages in its expansion project, and considerable time delays and funding considerations complicated their construction plans. In addition, there is a potential public and worker exposure liability when constructing in areas of known contamination. Detailed historic plans for the airport should be obtained, including the locations of suspected hazardous materials handling areas, drain fields, pipelines, fuel lines, storm water conveyances, storage tanks, treatment tanks, weapons ordinance, and other potential sources of contamination in the area.

We are aware of facility diagrams related to the former Fort Lauderdale Naval Air Station that show the existence of storage tanks, treatment tanks, maintenance areas, and other areas of potential contamination. These specific areas should be given some level of follow-up for sampling and assessment. It should not be assumed that just because the facilities are 50 years old, that remnants of previous operations and sources of contamination no longer exist. It is recommended that a figure with sufficient detail be prepared which overlays prior Navy operations with the current facility diagram, as well as a diagram of the proposed facility expansion project.

Please describe the status of the suspected Navy dump site shown in Figure 5-29, and explain why it was not included in Figure 5-19. It is DEP's position that the current landowner is responsible for the assessment and cleanup of hazardous materials contamination on lands owned, especially if there is a potential to affect surface and groundwater quality. The Broward County Aviation Department needs to identify potentially contaminated sites, and initiate preliminary contamination assessments, through either the Broward County Department of Planning and Environmental Protection or the Department of Environmental Protection.

Please describe specific steps that are now being taken to plan for the "finding" of environmental contamination when construction is initiated. For example, what plans will be in place when a previously unknown storage tank or drainfield is located during building remodeling or demolition?

Please locate the old landfill areas that are east of US 1 on a facility map or diagram. To reiterate, dewatering would be restricted in areas of known or suspected groundwater contamination.

#### **General Comments and Recommendations:**

Although the environmental resource permit (ERP) application will be processed by the South Florida Water Management District (SFWMD), pursuant to our interagency agreement, it is recommended that the SFWMD confer with this Department's ERP staff in the Southeast District office in West Palm Beach. Such consultation would help provide continuity on the historical perspective of previous airport activities and expansion efforts. The project appears to have the potential to adversely impact environmental resources, and the applicant will be required to avoid and minimize those impacts to the greatest extent practicable. After avoidance and minimization has been exhausted, the applicant will need to propose mitigation that will offset those impacts.

Based on the concerns outlined above, it is recommended that the applicant confer with the department's Southeast District Office on air and waste management issues, and provide the requested information that will allow a more accurate assessment of the proposed project. The

issues raised above will be important considerations as the project design is developed. The project will be re-evaluated for consistency with the Department's authorities in the Florida Coastal Management Program on review of any subsequent reports, studies or environmental documents.

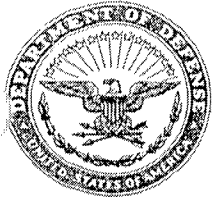
We appreciate the opportunity of commenting on this proposal. Questions related to the management of potential air pollution exceedances should be referred to Mr. Bruce Offord in our Southeast District Office at 561/681-6600 or Suncom 226-6677. Questions of a waste management nature should be referred to Mr. Paul Wierzbicki at 561/681-6677 or Suncom 226-6677. If you have questions regarding this letter please give me a call at (850) 487-2231.

Sincerely,



Robert W. Hall  
Office of Intergovernmental  
Programs

cc: Jim Golden  
Cheryl McKee  
Bruce Offord  
Paul Wierzbicki  
Don Keirn



DEPARTMENT OF THE ARMY  
JACKSONVILLE DISTRICT CORPS OF ENGINEERS  
P. O. BOX 4970  
JACKSONVILLE, FLORIDA 32232-0019

REPLY TO  
ATTENTION OF

Planning Division  
Environmental Branch

MAR 28 2001

TO WHOM IT MAY CONCERN:

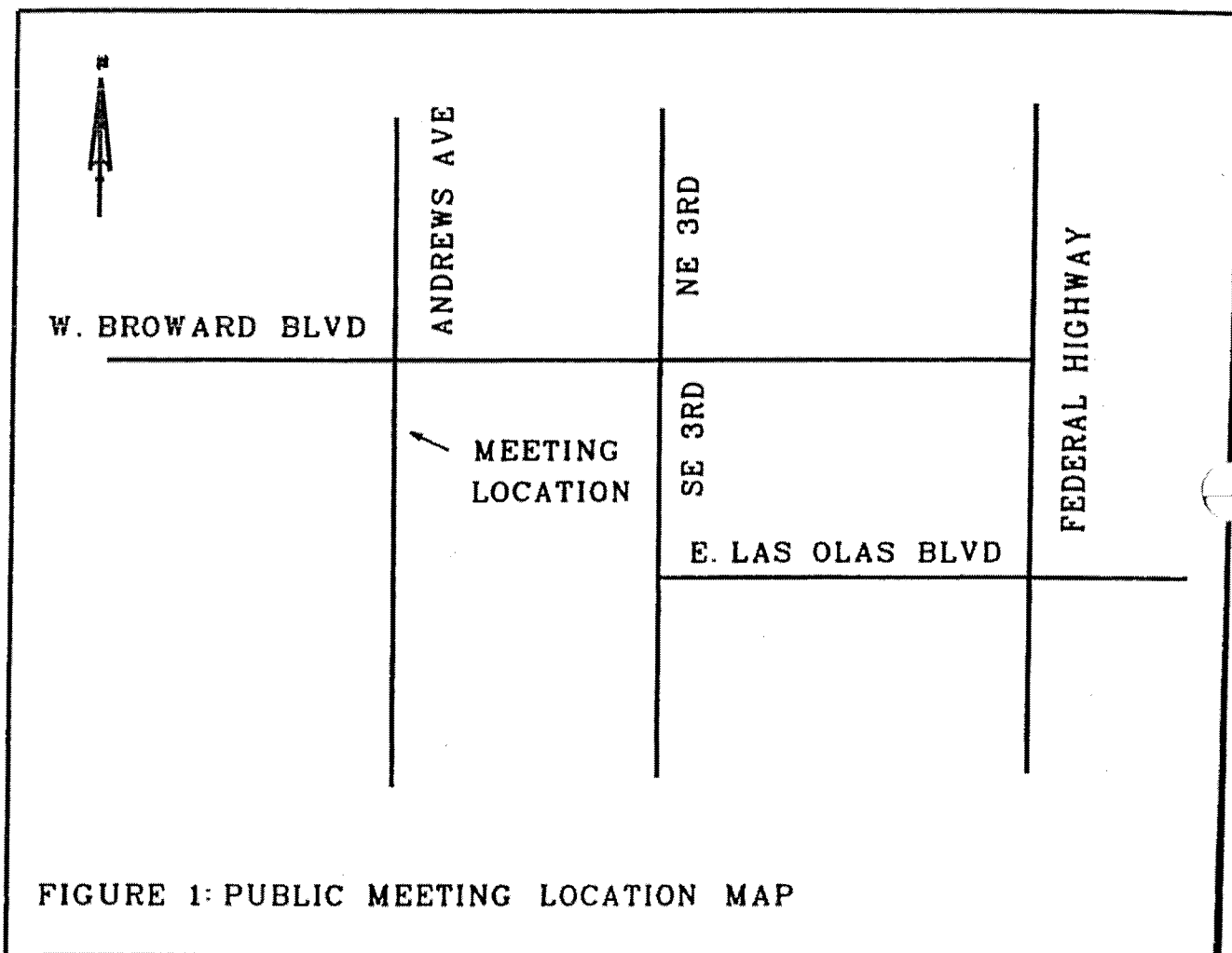
Pursuant to the National Environmental Policy Act and the U.S. Army Corps of Engineers Regulation (33 CFR 230.12), this letter constitutes the Notice of Intent to prepare a Draft Environmental Impact Statement (DEIS) for the Port Everglades Harbor, Feasibility Study of Navigation Improvements, Fort Lauderdale, Broward County, Florida. This letter also constitutes announcement of a public scoping meeting to be held at 7 p.m., Wednesday, March 28, 2001. The public scoping meeting will be held at the Commission Chambers, in downtown Fort Lauderdale, located at 115 South Andrews Avenue. A location and vicinity map for the public scoping meeting is enclosed. The purpose of the meeting is to help to determine the scope of the EIS that will be prepared for this project. Public comments will be recorded by a Court reporter and comments may be submitted in writing for 30 days following the meeting.

Sincerely,

James C. Duck  
Chief, Planning Division

Enclosures





...pub mtg.dgn 03/02/01 03:24:51

Scoping Meeting on  
Port Everglades  
Commission Chambers  
115 South Andrews Avenue  
Ft. Lauderdale, Florida

# The Miami Herald

www.herald.com  
www.elherald.com

PUBLISHED DAILY  
MIAMI-DADE-FLOIDA

STATE OF FLORIDA  
COUNTY OF DADE

Before the undersigned authority personally  
appeared:

**JEANNETTE MARTINEZ**

who on oath says that he/she is

**CUSTODIAN OF RECORDS**

of The Miami Herald, a daily newspaper published at  
Miami in Dade County, Florida; that the attached  
copy of advertisement was published in said  
newspaper in the issues of:

March 16, 2001

Affiant further says that the said The Miami Herald  
is a newspaper published at Miami, in the said Dade  
County, Florida and that the said newspaper has  
heretofore been continuously published in said Dade  
County, Florida each day and has been entered as  
second class mail matter at the post office in Miami,  
in said Dade County, Florida, for a period of one  
year next preceding the first publication of the  
attached copy of advertisement; and affiant further  
says that he has neither paid nor promised any  
person, firm or corporation any discount, rebate,  
commission or refund for the purpose of securing  
this advertisement for publication in the said  
newspapers(s).

Sworn to and subscribed before me this

16th day of March, 2001

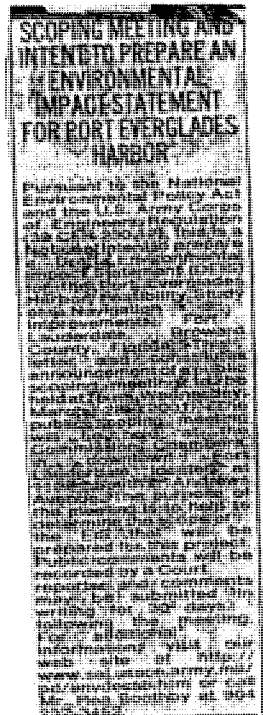
My Commission

Expires: May 12, 2002

Silvia Acosta

Notary

OFFICIAL NOTARY SEAL



**SUN-SENTINEL**  
**PUBLISHED DAILY**  
**FORT LAUDERDALE, BROWARD COUNTY, FLORIDA**  
**BOCA RATON, PALM BEACH COUNTY, FLORIDA**  
**MIAMI, MIAMI DADE COUNTY, FLORIDA**

STATE OF FLORIDA  
COUNTY OF BROWARD/PALM BEACH/MIAMI DADE  
BEFORE THE UNDERSIGNED AUTHORITY, PERSONALLY APPEARED

CHRIS BULL WHO, ON OATH, SAYS THAT  
HE/SHE IS A DULY AUTHORIZED REPRESENTATIVE OF THE CLASSIFIED  
DEPARTMENT OF THE SUN-SENTINEL, DAILY NEWSPAPER, PUBLISHED  
IN BROWARD/PALM BEACH/MIAMI DADE COUNTY, FLORIDA, AND THAT THE  
ATTACHED COPY OF ADVERTISEMENT, BEING A:

NOTICE

IN THE MATTER OF:

Public Scoping Meeting

IN THE CIRCUIT COURT, WAS PUBLISHED IN SAID NEWSPAPER IN THE  
ISSUES OF:

3/17,1d

10291949

AFFIANT FURTHER SAYS THAT THE SAID SUN-SENTINEL IS A NEWSPAPER  
PUBLISHED IN SAID BROWARD/PALM BEACH/MIAMI DADE COUNTY, FLORIDA,  
AND THAT THE SAID NEWSPAPER HAS HERETOFORE BEEN CONTINUOUSLY  
PUBLISHED IN SAID BROWARD/PALM BEACH/MIAMI DADE COUNTY, FLORIDA,  
EACH DAY, AND HAS BEEN ENTERED AS SECOND CLASS MATTER AT THE  
POST OFFICE IN FORT LAUDERDALE, IN SAID BROWARD COUNTY, FLORIDA,  
FOR A PERIOD OF ONE YEAR NEXT PRECEDING THE FIRST PUBLICATION OF  
ATTACHED COPY OF ADVERTISEMENT; AND AFFIANT FURTHER SAYS THAT  
HE/SHE HAS NEITHER PAID, NOR PROMISED, ANY PERSON, FIRM, OR  
CORPORATION, ANY DISCOUNT, REBATE, COMMISSION, OR REFUND, FOR THE  
PURPOSE OF SECURING THIS ADVERTISEMENT FOR PUBLICATION IN SAID  
NEWSPAPER.

Chris Bull  
(SIGNATURE OF AFFIANT)

SWORN TO AND SUBSCRIBED BEFORE ME  
ON: 17-March-2001, A.D.

Tara L. Bezak  
(SIGNATURE OF NOTARY PUBLIC)

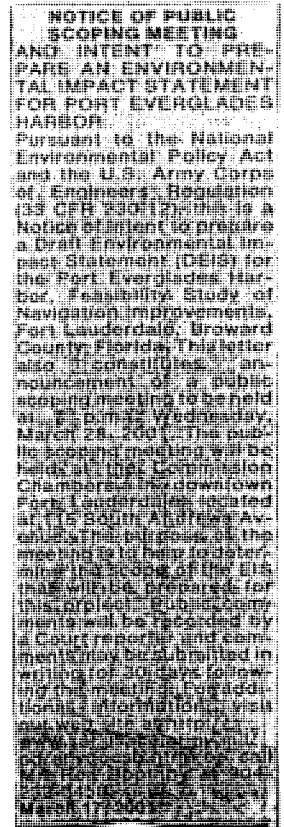


Tara L. Bezak  
MY COMMISSION # CCG38935 EXPIRES  
July 26, 2001  
BONDED THRU TROY FAIR INSURANCE, INC.

(NAME OF NOTARY, TYPED, PRINTED, OR STAMPED)

PERSONALLY KNOWN \_\_\_\_\_ OR

PRODUCED IDENTIFICATION \_\_\_\_\_



MAILING LIST - GENERAL

**FEDERAL AGENCIES**

Director  
Office of Federal Activities  
Environmental Protection Agency  
401 M Street S.W.  
Washington, D. C. 30034-2610 (5 cys)

Environmental Policy Section  
U.S. Environmental Protection Agency  
Region IV  
Atlanta Federal Center  
100 Alabama St., S.W.  
Atlanta, Georgia 30303-3104 (2 cys)

Director  
Office of Environmental Project Review  
Department of the Interior  
Room 4241  
18th and C Streets, NW  
Washington, D.C. 20240 (12 cys)

Executive Director  
Advisory Council on Historic Preservation  
The Old Post Office Building  
1100 Pennsylvania Avenue N.W.  
Washington, D.C. 20004-2590

National Marine Fisheries Service  
Environmental Assessment Branch  
3500 Delwood Beach Road  
Panama City, Florida 32407-7499

National Marine Fisheries Service  
Southeast Regional Office  
9721 Executive Center Drive N  
St. Petersburg, Florida 33702

National Marine Fisheries Service  
Chief, Protected Species Branch  
9721 Executive Center Drive N  
St. Petersburg, Florida 33702

Mr. Tom Grahl  
Acting Field Supervisor  
U.S. Fish and Wildlife Service  
P.O. Box 2676  
Vero Beach, Florida 32961-2676

Mr. David Hankla  
Field Supervisor  
U.S. Fish and Wildlife Service  
6620 Southpoint Drive S  
Suite 310  
Jacksonville, Florida 32217

Commander  
Seventh Coast Guard District  
909 SE 1st Avenue  
Miami, Florida 33131-3050

Office of Environmental Assessment  
U.S. Environmental Protection Agency  
EPA Region IV  
Attn: Gerald Miller  
61 Forsyth Street  
Atlanta, Georgia 30303-3104 (3 cys)

**STATE AGENCIES**

Florida State Clearinghouse  
The Dept. of Community Affairs  
2555 Shumard Oak Blvd.  
Tallahassee, Florida 32399-2100 (16 cys)

St. Johns River Water Management District  
P.O. Box 1429  
Palatka, Fla. 32178-1428

w/boothby/maillist

**OTHER AGENCIES AND ORGANIZATIONS**

Florida Chapter, Sierra Club  
927 Delores Drive

Florida Wildlife Federation  
P.O. Box 6870

Tallahassee, Florida 32301-2929

Florida Audubon Society  
1101 Audubon Way  
Maitland, Fla. 32751-5451

The Nature Conservancy  
222 S. Westmonte Dr.  
Suite 300  
Altamonte Springs, Fl. 32714-4269

Mr. David Roach  
F.I.N.D.  
1314 Marcinski Rd.  
Jupiter, Fl. 33477

Capt. Don Stratmann  
Florida Marine Patrol  
2510 Second Avenue N.  
Jacksonville, Fl 32250

Tallahassee, Florida 32314-6870

Isaac Walton League of America, Inc.  
5314 Bay State Road  
Palmetto, Fla 33561-9712

Wilderness Society  
4203 Ponce DeLeon Blvd.  
Coral Gables, Florida 33416

W/boothby/maillist



Coordination Act consultation procedures. Consultation will also be accomplished with the USFWS and the National Marine Fisheries Service concerning threatened and endangered species. All other necessary environmental compliance will be obtained before a Record of Decision on the EIS is signed. Other compliance requirements include a Clean Water Act Section 404(b)(1) evaluation, a Louisiana Coastal Resources Program Consistency Determination, and a State Water Quality Certification. The draft EIS or a notice of its availability will be distributed to all interested agencies, organizations, and individuals.

7. *Estimated Date of Availability.* The draft EIS is expected to be available in mid-2003.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 01-7260 Filed 3-22-01; 8:45 am]

BILLING CODE 3710-84-U

## DEPARTMENT OF DEFENSE

### Department of the Army, Corps of Engineers

#### Intent To Prepare a Draft Environmental Impact Statement (DEIS) for a Feasibility Study of Navigation Improvements at Port Everglades, Broward County, FL

**AGENCY:** U.S. Army Corps of Engineers, DoD.

**ACTION:** Notice of intent.

**SUMMARY:** The Jacksonville District, U.S. Army Corps of Engineers intends to prepare a Draft Environmental Impact Statement (DEIS) for the Feasibility Study of Navigation Improvements, Port Everglades Harbor, Broward County, Florida. The study is a cooperative effort between the U.S. Army Corps of Engineers and the Broward County Department of Port Everglades.

**FOR FURTHER INFORMATION CONTACT:** Questions about the proposed action can be directed to Rea Boothby at (904) 232-3453, Environmental Branch, Planning Division, P.O. Box 4970, Jacksonville, Florida 32232-0019.

#### SUPPLEMENTARY INFORMATION:

1. *Project Background and Authorization.* Port Everglades was originally constructed by local interests between 1925-1928, and was authorized for Federal maintenance by the River and Harbor Act of 1930 and subsequent Acts.

2. *Need or Purpose.* Improvements, including channel deepening and widening, are required to accommodate

future commercial fleet and to more effectively transit the existing fleet.

3. *Proposed Solution and Forecast Completion Date.* Widen and deepen every major Federal channel and basin within the project and develop (widen and deepen) the Dania Cutoff Canal. Construction is forecast to begin around March 2003.

4. *Prior Environmental Assessments (EAs) EISs.* An EA was prepared in 1990 to accommodate dredging in the Southport access channel and Turning Notch.

5. *Alternatives.* Alternatives currently considered include no action, and 9 structural alternatives.

6. *Issues.* The EIS will consider impacts on seagrasses (including Johnson Seagrass, a threatened species), mangrove and hardbottom communities, other protected species, shore protection, health and safety, water quality, aesthetics and recreation, fish and wildlife resources, cultural resources, energy conservation, socio-economic resources, and other impacts identified through scoping, public involvement, and interagency coordination.

#### 7. *Scoping Process.*

a. A scoping letter was sent to interested parties in June 1997. In addition, all parties are invited to participate in the scoping process by identifying any additional concerns on issues, studies needed, alternatives, procedures, and other matters related to the scoping process.

b. *Public Meeting.* A public scoping meeting will be held on March 28, 2001 at 7 P.M. in the Broward County Commission Chambers located at 115 South Andrews Avenue, Ft. Lauderdale, FL. An agency scoping meeting will be held on March 29, 2001 at Port Everglades.

8. *Public Involvement:* We invite the participation of affected Federal, state and local agencies, affected Indian tribes, and other interested private organizations and parties.

9. *Coordination.* The proposed action is being coordinated with the U.S. Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act, with the FWS under the Fish and Wildlife Coordination Act, with the NMFS concerning Essential Fish Habitat and the State Historic Preservation Officer.

10. *Other Environmental Review and Consultation.* The proposed action would involve evaluation for compliance with guidelines pursuant to Section 404 (b) of the Clean Water Act; application (to the State of Florida) for Water Quality Certification pursuant to

Section 401 of the Clean Water Act; certification of state lands, easements, and rights of way; and determination of the Coastal Zone Management Act consistency.

11. *Agency Role.* The Corps and the non-Federal sponsor, Broward County Department of Port Everglades, will provide extensive information and assistance on the resources to be impacted, mitigation measures, and alternatives.

12. *DEIS Preparation.* It is estimated that the DEIS will be available to the public on or about September 2001.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 01-7257 Filed 3-22-01; 8:45 am]

BILLING CODE 3710-AJ-U

## DEPARTMENT OF EDUCATION

### Notice of Proposed Information Collection Requests

**AGENCY:** Department of Education.

**SUMMARY:** The Leader, Regulatory Information Management Group, Office of the Chief Information Officer, invites comments on the proposed information collection requests as required by the Paperwork Reduction Act of 1995.

**DATES:** Interested persons are invited to submit comments on or before May, 22, 2001.

**SUPPLEMENTARY INFORMATION:** Section 3506 of the Paperwork Reduction Act of 1995 (44 U.S.C. chapter 35) requires that the Office of Management and Budget (OMB) provide interested Federal agencies and the public an early opportunity to comment on information collection requests. OMB may amend or waive the requirement for public consultation to the extent that public participation in the approval process would defeat the purpose of the information collection, violate State or Federal law, or substantially interfere with any agency's ability to perform its statutory obligations. The Leader, Regulatory Information Management Group, Office of the Chief Information Officer, publishes that notice containing proposed information collection requests prior to submission of these requests to OMB. Each proposed information collection, grouped by office, contains the following: (1) Type of review requested, e.g. new, revision, extension, existing or reinstatement; (2) Title; (3) Summary of the collection; (4) Description of the need for, and proposed use of, the information; (5) Respondents and frequency of collection; and (6) Reporting and/or



**US Army Corps  
of Engineers**  
Jacksonville District

Release No. 0114  
For Release: March 13, 2001  
P.O. Box 4970 Jacksonville, FL 32232-0019

Contact: Jacquelyn Griffin, Public Affairs Officer  
Phone: 904-232-1650 FAX: 904-232-2237  
Email: [jacquelyn.j.griffin@saj02.usace.army.mil](mailto:jacquelyn.j.griffin@saj02.usace.army.mil)

# News Release

*FOR IMMEDIATE RELEASE*

## **CORPS SCHEDULES PUBLIC SCOPING MEETING ON DRAFT ENVIRONMENTAL IMPACT STATEMENT ON PORT EVERGLADES HARBOR**

JACKSONVILLE, Fla. – The Army Corps of Engineers will hold a public scoping meeting to gather information in their preparation of a Draft Environmental Impact Statement (EIS) for the Port Everglades Harbor Feasibility Study of Navigation Improvements. The port is located in Fort Lauderdale. The study is a cooperative effort between the Army Corps of Engineers and the Broward County Department of Port Everglades

The meeting will be held at 7 p.m. on Wednesday, March 28, 2001, in the Broward County Commission Auditorium, Room 422, of the Broward County Governmental Center, 115 South Andrews Ave., Fort Lauderdale, Fla. The Corps will accept written comments for 30 days following the meeting.

The purpose of the meeting is to help determine the scope of the EIS that will be prepared for this project.

The EIS will address improvements to the harbor, including channel and basin deepening and widening, that may be required to more efficiently handle current and future shipping demands.

*-MORE-*

The proposed action is being coordinated with the U.S. Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act; the FWS under the Fish and Wildlife Coordination Act; the NMFS concerning Essential Fish Habitat and the State Historical Preservation Officer.

For further information about this meeting, the public is welcome to call Rea Boothby at 904-232-3453 or toll free at 800-291-9405. The media may call Ms. Jacquelyn Griffin, Public Affairs Officer, at 904-232-1667.



**US Army Corps  
of Engineers**  
Jacksonville District

Release No. 0122-Nr2  
For Release: March 22, 2001  
P.O. Box 4970 Jacksonville, FL 32232-0019

Contact: Jacquelyn Griffin, Public Affairs Officer  
Phone: 904-232-1650 FAX: 904-232-2237  
Email: [jacquelyn.i.griffin@sai02.usace.army.mil](mailto:jacquelyn.i.griffin@sai02.usace.army.mil)

# News Release

*FOR IMMEDIATE RELEASE*

## ***PORT EVERGLADES DRAFT ENVIRONMENTAL IMPACT STATEMENT SUBJECT OF MARCH 28 MEETING***

JACKSONVILLE, Fla. – In a cooperative effort by the Broward County Department of Port Everglades and the Army Corps of Engineers, a public scoping meeting will be held to gather information in the preparation of a Draft Environmental Impact Statement (EIS) for the Port Everglades Harbor Feasibility Study of Navigation Improvements.

The public scoping meeting is scheduled to begin at 7 p.m. on Wednesday, March 28, 2001, in the Broward County Commission Auditorium, Room 422, of the Broward County Governmental Center, 115 South Andrews Ave., Fort Lauderdale, Fla. Written comments concerning the meeting will be accepted by the Corps for 30 days following the meeting.

The Corps and the County will use the information gathered at this meeting to help determine the scope of the EIS that will be prepared for this project.

The EIS will address channel improvements, including channel and basin deepening and widening, that may be required to more efficiently handle current

*-MORE-*

*PORT EVERGLADES HARBOR PUBLIC SCOPING MEETING – Page 2/2/2*

The proposed actions is being coordinated with the U.S. Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act; the FWS under the Fish and Wildlife Coordination Act; the NMFS concerning Essential Fish Habitat and the State Historical Preservation Officer.

The public may contact Rea Boothby at 904-232-3453 or toll free at 800-291-9405 for more details about this meeting. The media is welcome to call Ms. Jacquelyn Griffin, Public Affairs Officer, at 904-232-1667.





## **Statement to the US Army Corps of Engineers & Port Everglades**

**By: Nova Southeastern University Oceanographic Center**

**Dr. Richard E. Dodge, Dean**

Presentation At Port Everglades Screening Meeting  
Thursday Sept. 21, 2000

**Mission** - The mission of the Oceanographic Center of Nova Southeastern University is to carry out innovative basic and applied research, and to provide high-quality graduate and undergraduate education in a broad range of marine science and related disciplines. The Center also serves as a community resource for information, education, and research on oceanographic and environmental issues.

**Background:** Founded in 1966, the Oceanographic Center has been located on a 10-acre site at Port Everglades, 8000 North Ocean Drive for over 30 years. This site was deeded to NSU by Broward County. The Oceanographic Center has a distinguished history of conducting outstanding scientific ocean research ranging from characterization of the Florida Current and Gulf Stream, El Nino causes and effects, coral reef studies, fish ecology, sea turtle reneesting, plankton studies, and mangrove and wetlands investigations. Research productivity has been coupled with excellence in education in oceanography, marine biology, coastal zone management, and marine environmental studies.

**Screening Criteria:** Eleven preliminary alternative plans for Port Everglades deepening and widening were presented at the July 25, 2000 meeting in Jacksonville, Florida. From NSU's perspective, an alternative is acceptable for implementation if:

- 1) There are no adverse impacts to terrestrial and submerged land, property, and facilities (planned and existing) of Nova Southeastern University.
- 2) There are no adverse impacts to the ecology of the construction area. Our neighboring Park and its associated environments serve a valuable social and ecological function.

**SUMMARY:** The NSU Oceanographic Center conducts extensive marine biological and physical oceanographic research and educational programs. Our buildings, marina, and associated facilities provide faculty, staff, and students with offices, laboratories, classrooms, a library, and sophisticated information technology. We have plans for extensive new research and education facilities. Consequently, any channel deepening and widening alternatives which do not adversely impact the Oceanographic Center, or which do not prevent us from accomplishing our mission and realizing our vision, are acceptable. We seek an optimum configuration so that we may continue our programs of research and education and our planned growth and development.



Jeb Bush  
Governor

# Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000  
June 14, 2000

David B. Struhs  
Secretary

James C. Duck, Chief  
Planning Division  
Department of the Army  
Jacksonville District Corps of Engineers  
Post Office Box 4970  
Jacksonville, Florida 32232-0019

*Jim*  
Dear Mr. Duck:

I am in receipt of your letter of June 5, 2000, regarding the Port Everglades feasibility team. This Office supports the effort to improve early coordination between our agencies on project development. To that end, we have assigned Lauren Milligan to the Port Everglades feasibility team. Unfortunately, she will not be available for today's meeting.

Please contact Ms. Milligan directly when you schedule your next meeting. You can reach her by phone at (850) 487-4471, ext. 141, or by e-mail at [lauren.milligan@dep.state.fl.us](mailto:lauren.milligan@dep.state.fl.us).

Sincerely,

Alfred B. Devereaux, Jr., Director  
Office of Beaches and Coastal Systems

ABD/ms/p

cc: Martin Seeling  
Lauren Milligan



REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
JACKSONVILLE DISTRICT CORPS OF ENGINEERS  
P. O. BOX 4970  
JACKSONVILLE, FLORIDA 32232-0019

June 5, 2000

Planning Division  
Coastal/Navigation Section

Dr. Al Devereaux  
Director, Office of Beaches and Coastal Systems  
Florida Department of Environmental Protection  
3900 Commonwealth Boulevard  
Mail Station 300  
Tallahassee, Florida 32399-3000

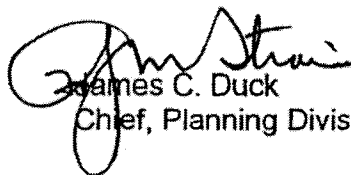
Dear Dr. Devereaux:

A conference call was recently held between our respective staffs to discuss ways to improve Corps/FDEP project development /permit decision process for Federal Civil Works projects. It was suggested during the call that a member of your staff become a member of the Port Everglades feasibility team and actively participate in the study, including attending study team meetings.

The Port Everglades Feasibility Study was initiated in 1997. Originally the study focused on removal of two shoal areas. On April 4, 2000 the study scope was amended to include investigation of widening and deepening all of the ports channels and basins. There are numerous environmental issues related to possible expansion, deepening and/or widening of the Federal navigation project. Attached is the study schedule and project study plan. The next study team meeting is scheduled for 0930-1130 June 14, 2000 in Room G-13, Federal Building, Jacksonville, FL.

We invite your active participation in the study, and look forward to working together on this important effort.

Sincerely,

  
James C. Duck  
Chief, Planning Division

Enclosure

Copy Furnished:

Mr. Allan Sosnow, Broward County Department of Port Everglades